

AMERICAN



RAIL-ROAD JOURNAL.

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route for the proposed Susquehannah and Delaware Rail road, from Pittston on the Susquehannah, through the centre of the Lackawannock coal formation, in Luzerne, and extending through parts of Pike and Northampton counties, Pa. to Delaware river, at the Water Gap: with an estimate of its cost, by Ephraim Beach, Esq. Civil Engineer. It also contains much other useful information upon the subject of Rail-roads and the coal region of Pennsylvania.

We have also before us a pamphlet giving a brief view of the rise, progress, present condition, and future prospects of the system of internal improvement in Pennsylvania, which cannot fail to be interesting, and we shall publish, from time to time, as we may have space, most of the contents of both.

false, they made all level and fair railing direct to their own doors."

The editor of that Journal is as wide of the mark when he insinuates that we have "manifested" for the southern Rail-road "a regard" or "affection," other than is warranted by the relative wants and claims of the different sections of the state, as well as the convenience of the public at large, as he is in the title of our Journal. He will find by referring to our columns, that it is as much an Ohio, a Carolina, a Virginia, or an Illinois, as it is a "New York" Rail-road Journal. He will find in its columns, as well as in its prospectus and title, as we trust he will in its future course, that it is an AMERICAN Rail-road Journal; devoted rather to the cause than to any particular enterprise.

We have intended for some time past to refer again to the South Carolina Rail-road, together with a project which has been for some time in agitation of a continuation of that road into East Tennessee, and if possible, to the junction of the Ohio with the Mississippi, in order to divert a part of the business of that country to Charleston, from whence a line of packets is to be established to Europe—but other matters have prevented. We hope however, to be able to do so in our next.

We have received the Act incorporating the Indiana Rail-road company. The road to commence at Madison on the Ohio River and pass through Indianapolis to Lafayette—we give the 20th section of the act, which is very liberal:

Sec. 20. The corporation shall commence the construction of said road at Madison, any time within three years, and from time to time construct so much thereof towards the point of destination as may be within the ability and to the interest of the company: *Provided*, that the part of said road which lies between Madison and Indianapolis shall be completed within ten years after its commencement, and that part which lies between Indianapolis and Lafayette within five years thereafter; *Provided*, that if the road should not be completed within the time aforesaid, the General Assembly may, for good cause shewn, give further time to complete the same.

We take the following extract from the Buffalo Journal of the 22d February.

"SOUTHERN RAIL-ROAD.—The New York Rail-road Journal, at its commencement manifested a most loving regard and affection for the projected Rail-road through the southern tier of counties, from Lake Erie to the Hudson. This was all very natural, for gentlemen citizens have little skill in the vexatious undulations in the country. They saw by the map that this route was *nearest*, and so biting their thumbs at Albany, Utica, Rochester and Buf-

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The communication of "New York" is certainly entitled to the attention of our Legislature. It is clearly shown by him that a Rail-road could not be completed if commenced immediately, before the Canal debt will have been liquidated, and in that he is borne out by Mr. Maynard of the Senate, from whose speech we take the following extract:

Mr. M. said the Ohio Canal would be completed early in the summer, and the Canal Commissioners of that State thought it would be navigable in June, as only 51 miles of the main trunk required to be completed. From the fact that the completion of these works would open a much more extended region to the action of our canals; and also such a wide field for extensive transportation in Ohio, where there had heretofore been no such facilities, there would be a great increase of the canal fund from that source. The ensuing year there would also be received \$50,000 more than last year; for interest on the canal funds on hand; and the increase of \$1,250,000 next year, would make the receipts for interest still greater than the ensuing year. And assuming that the increase would be at that rate, the account would stand on the 1st January, 1836, as follows:

On hand 1st January, 1832	\$2,651,000
" 1833 surplus	1,249,000
" 1834 do	1,400,000
" 1835 do	1,600,000
" 1836 do	1,800,000

The Erie & Champlain Canal debt was about \$7,000,000; but there was another debt, for which the tolls were not pledged, of about \$1,055,000; and adding these together, there would be, by this estimate, a fund sufficient to pay the whole debt and leave a surplus of about \$645,000.

Why then burthen this enterprise of individuals with double duties? This is not the true policy of the state: it should rather aid, than obstruct, works of such magnitude: and if the state at large is unwilling to allow individuals to have the control of the work, let it be, as the Canal was, constructed by the state. Although we doubt its policy in doing so, yet we have no hesitation to say it would be better so than that the measure should be defeated, as it surely will be if the friends of the Canal load it with double tolls.

We are indebted to W. W. Drinker, Esq. for a pamphlet containing a report on the survey of a

If we have at any time spoken more favorably of the southern than the northern route, it was because we know from our own observation the great difference in the facilities for business possessed by the northern over the southern route, and how well those facilities have been improved. It matters little to us which route shall be adopted, if it only be that which will accommodate the increasing business, and most effectually develop the resources of the country;—whichever may be decided upon, will, of course, terminate in, or its benefits be felt by, this city. New-York will, therefore, be most benefitted by the adoption of that route which will accommodate the greatest amount of business, in the shortest time, at least expense; and thus far only are we interested in the location of a Rail-road from Lake Erie to the Hudson, or to New-York.—Can the Editor of the Buffalo Journal say as much? We should be very unwilling to believe that he would allow self-interest to have so great an influence, as to induce him to suspect the motives of those who entertain views different from his; and it would be uncivil in us to suspect him of an inclination to "bite his thumbs at" the whole southern tier of counties of this State,—to say nothing of the convenience of those living west of Lake Erie, who will pay tribute to the State of N. York, if she provides for them the cheapest and most direct route to market,—as such a suspicion would naturally lead us to believe that he is willing to sacrifice the interest of a large majority of the business community to accommodate those whose interests are identified with his, and who have long enjoyed all the advantages of the Erie Canal. But such, we are sure, cannot be the facts, and we therefore attribute his partiality to the northern route to his better knowledge of the country, and the conveniences of their harbor; for

living as we do at the extreme *south east*, and in the city of New York, where the inhabitants, according to the intimation of the intelligent editor of the Journal, have "little skill in the vexatious undulations," we can hardly be supposed to have as good a knowledge of the country as that gentleman, who lives at the extreme *north west*; and it was probably very natural for us, on looking at the map and observing that a *direct* route from the Lake, (where the ice does not obstruct the navigation so long by three to five weeks in the year) through the southern tier of counties, (where there has been no public works constructed to enable the inhabitants to get to market with the produce of their soil—no millions of money scattered by the state among its industrious inhabitants to aid in developing the resources of their country,) was *nearer* to market than by a circuitous route thro' that section of the country where the Editor of the Journal lives, and where these advantages are, and have long been enjoyed.

In looking over the list of applications for Rail-roads, that through the *southern* tier of counties struck us forcibly as being peculiarly entitled to the favorable consideration of our Legislature, and so we expressed ourselves, without in the least disparaging or depreciating the merits of any other Road that might be applied for; and for this offence—a mere expression of opinion—we are accused of "biting our thumbs at Albany, Utica, Rochester and Buffalo," and this was "all very natural because gentlemen *city* have little skill in the vexatious undulations of the country." With regard to our "skill in the vexatious undulations of the country," we certainly do not mean to boast, although we might perhaps compare notes with that gentleman without fear of results, especially as to the *state* of New York; for, in addition to a residence of many years in the interior, at several different places, business has called the writer of this to almost every village in the state north and west of this city having a post office, and to many of them several times, by which it may fairly be presumed that he knows something of the face of the country as well as the wants of its inhabitants, although he may not be as competent as that gentleman to judge of the *relative* merits of the two routes, as he has no interest either pecuniary or political to subserve.

Our views upon the subject of important public improvements are, that the *public*—that is the greatest number of inhabitants, and the greatest amount of business—should be accommodated; and not that *this* or *that* man, or *place*, should be benefitted. And we also hold, that it is the *duty* of legislators to look to the interest of *all*, and not to a *part* only, of the people. We do not believe that the possession of *one* great thoroughfare for trade and travel, entitles its possessors also to every other public improvement which may be in contemplation. With these views, and a knowledge of the immense advantages which have for years been enjoyed, and the wealth which has resulted from them on the route of the Erie Canal, we did not apprehend that we should be accused of "biting our thumbs" at any one, in the expression of our honest convictions. However, since our motives have been questioned, we will again refer to the subject, and give more at length our views and our reasons, which we are sure will correspond with the views of a vast majority of the intelligent, candid, and unbiased members of the business community.

[Subject to be continued.]

[FOR THE RAIL-ROAD JOURNAL.]

Mr. Editor: I have been much gratified both with the manner and matter of your journal thus far.—When the spirit of Rail-road speculation is so universally prevalent, it is highly important that correct information should accompany it, otherwise ruinous

sacrifices may attend efforts of internal improvements prompted by the best of motives. Your Journal is calculated by the early and correct information it affords to arrest in the outset visionary and impracticable undertakings.

Locomotive carriages are as yet a new invention, and in the short period which has transpired since their introduction, important principles never before conceived of have been disclosed. Experiments no doubt will disclose others equally as important. The earliest and best information of new discoveries and improvements, so expressed that common sense may comprehend, and the results of actual experiments and careful deductions of principles from facts, can not but be attended with incalculable benefits.

It is laid down in one of the numbers of your Journal, that the expense of transportation on a Rail-way is in direct proportion to the quantity of power applied; and also, that all ascents, whatever may be the length of the planes, will be attended with an expense of power in direct proportion to their heights; and that double the elevation in all cases, requires double the expense of power. And in one of Col. Long's tables, illustrating the comparative expense of transportation on horizontal and inclined Rail-roads, two degrees' elevation is estimated eight times as expensive as a level; and the expense attending an elevation of three degrees and ten minutes, (not an uncommon elevation on turnpikes,) is increased twelve times; or twelve times the power is required for the purposes of transportation that is required on a level. A good deal of familiarity with the principles of locomotives is necessary to enable us to realize that it is not better to encounter so small an elevation for so short a distance, rather than wind around twelve miles to reach a point which may be reached by a single mile. Ought not abundant scope be given to our Rail-road charters, that engineers may not be precluded from choosing the best routes? Those entrusted with the framing of charters in the Legislature should look to this. It is apparent, then, that distance may not be the most important consideration in the location of a Rail-way.

For all practical purposes, the quantity of steam required, and not the number of miles, will best determine how far you are from the place of destination. It is, therefore, of prime importance to ascertain the face of the country; the elevations and depressions on every Rail-road route that may be proposed. Many of those who have interested themselves in this subject, impressed with the importance of exact topographical knowledge, have employed engineers in almost every considerable section of our country. Summaries of the results of their labors, with many of their accompanying remarks, would add to the usefulness of your Journal. Among the multitude of Rail-roads in contemplation in almost every direction, these surveys would materially lead to the best routes, and such as, without this knowledge, would not in all probability ever have been thought of. Such as on the map would appear extravagantly circuitous, still might afford planes which for every purpose of travel and transportation would be altogether the nearest and best.

Your valuable paper should contain a compressed record of all surveys made by competent engineers. The surveys made for the great State Road by order of the Legislature, contain a body of useful topographical information, obtained at great expense, but still worth all its cost.

The productiveness of the country through which a road is to pass, is another consideration that should not be lost sight of; for from its borders will be derived much of its income. This is strikingly exemplified by some of our canals that have been constructed through sections of our country which are comparatively unproductive, constructed mainly with a view of reaching the coal beds for instance. If therefore, two routes are presented, and one is two, three or four times as long as the other, it is by no means certain that it is not the preferable one—science and skill must determine the question. I mean preferable for the stockholders and the community both. But to avoid occupying too much of your valuable paper, I will close with an extract from Major Beach's report of a survey recently completed, commencing on the line of the Canajoharie and Catskill Rail-road, fifty miles from Catskill, and ex-

tending from thence, in a south easterly direction, 39 miles to the Susquehanna river. This report was printed by order of the Assembly of this State, February 8, 1832:

"The route pursues the valley of the Cobleskill and Schenevus creek through a wealthy and highly improved agricultural district, embracing several flourishing villages; the valley deep and unbroken, extending from the Schoharie creek to the Susquehanna river, a distance of 39 miles. The distance from the summit dividing the waters of Cobleskill and Schenevus creeks to the Susquehanna is about 21 miles, and the elevation to be overcome 390 feet; and from the favorable circumstance of the ground, the whole may be thrown into an averaged grade of 18 1-2 feet per mile. From the summit down the Cobleskill to the line of the Canajoharie and Catskill Rail-road is 18 miles, and the descent 858 feet, which can be thrown into an averaged grade of 47 2-3 feet per mile; but with a view of better adapting the grade to the circumstances of the ground, and the improvements of the country, it may be advisable to divide it into two grades, and upon the first six miles descend 83 feet per mile; thus overcoming 498 feet; the residue being divided upon the remaining twelve miles, would make an averaged grade of 30 feet per mile. Upon the ascending grade of 18 1-2 feet per mile, (like that from the mouth of the Schenevus creek to the summit,) a locomotive engine of four tons weight will draw a train of carriages weighing, with their loads, 35 1-2 tons; allow for weight of carriages 10 tons, and there remains for transportation of commodities 25 1-2 tons, ascending in the elevation of the greatest grade. Whereas upon a grade of 47 2-3 feet per mile, (like that in the opposite direction,) the same engine will draw 19 3-4 tons; allow as before 10 tons for weight of cars, leaves 9 3-4 tons for transportation of commodities, which is nearly 2.5 as much as the descending load, and a much greater proportion than can reasonably be anticipated for the ascending trade. Upon an ascent of 30 feet per mile, the same engine will draw 25 3-4 tons; allow 10 tons for weight of cars, leaves 15 3-4 tons for transportation, &c.; and two engines of the same capacity will propel the same load up the ascent of 83 feet per mile; the grade being calculated to meet such emergency. And as the ascending trade will probably be the most fluctuating, 'tions may occur when it will be necessary to put much heavier loads upon the ascending train than the regular proportion of trade, which furnishes additional argument in favor of changing the grade on the Cobleskill division; in which case, horse power may conveniently be employed to aid their ascent up the six miles of steep grades; or extra locomotives engines may be employed upon the plan adopted at the Rain Hill and Sutton Plains, upon the Liverpool and Manchester Rail-road."

I have extracted from the report the above, drawn from experiments, showing the effect of a given power in overcoming different degrees of elevation; and also illustrating the importance of taking into consideration the course of trade in the construction of Rail-roads.

CLINTON.

[FOR THE RAIL-ROAD JOURNAL.]

Mr. Editor.—In a former communication, which you had the goodness to publish in the 9th number of the Rail-road Journal, I pointed out some of the prominent objections to the bill reported in the Senate of New York, to incorporate the Hudson and Erie Rail-road Company. When writing that communication I did not suppose any person, however opposed to the project, would think it any object to attempt an increase of its burthens. But recent discussion in the Senate has shown there are members in that body who propose and advocate, that in addition to paying the canal the same amount of toll on all freight that may be carried on the Rail-road, it shall also be charged with the tolls that accrue on passengers. Should the bill pass with only the restrictions originally reported by the committee, it is very doubtful if the stock would be filled in such a manner as to ensure the construction of the work, and the additional imposition can be viewed by no rational man as any thing short of entire defeat.—The language that has been generally and I believe uniformly held by the managers of the canal is, that the passenger, business in itself considered, has been more injury than benefit. This arises from the grea-

ter speed of passenger boats creating a heavy wave that acts with so much force on the face of the banks as to loosen the earth and force it to the bottom of the canal, thereby producing the double injury of reducing the proper dimensions of the towing path, and filling the bottom of the canal with its deposit, greatly to the inconvenience of the freight business. The latter evil has acquired such magnitude that boats of burthen are not able to carry more than three fourths the freight they could take with the same ease, if the section of the canal was maintained to its original dimensions. In looking over the reports of the Canal Commissioners I find they have attempted to correct the evil by the imposition of heavier tolls on passenger boats, which have had the effect in some instances to drive them from the canal. But it was found necessary to reduce the high tolls so as to permit these boats to run on the great thoroughfares of travelling, in order to afford this kind of accommodation to the public, while at the same time it was considered an unprofitable business to the canal. There is another concession made by the freighting to the passenger business in the preference it is found necessary to give passenger boats in passing locks. This is generally considered a hardship, and during the seasons of pressure is a serious inconvenience to the former. If it is now felt to be an evil, what an impediment must it be after a few years shall have doubled the amount of the present business? There can be no doubt that in reference to passengers a Rail-road would be a great benefit to the canal in point of revenue, by reducing the expense of repairs, and increasing the facilities for freighting business, from which the principal part of the tolls are received. By avoiding the inconvenience caused by the passenger boats, as noticed above in filling the bottom with sediment and interrupting their progress at the locks, the boats of burthen would be able to carry a greater freight, in less time, at less proportionate expense, and consequently will increase the importance of the canal in its general benefits to the community. It is abundantly evident that both the canal revenue and the community interested in its navigation will be benefitted by substituting a Rail-road for the accommodation of its passenger business.

I had indulged the hope that at least some portion of the burthen as originally reported in the bill would have been taken off, and the community be allowed to look forward to the early completion of this important project. It appears, however, that instead of reducing the load under which the bill now staggers, the friends of the measure are called on to defend it from further impositions: a defense which will probably be of little utility, further than it will tend to awaken inquiry, and thereby produce at some future day a more correct view of the utility and importance of the work; for though they should succeed in sustaining the original bill, it is, to say the least, very doubtful whether the capital that will be required for so great a work can be obtained on the conditions it imposes. The interest of the community should be protected in every point, and nothing further granted than will just afford the capitalist an inducement to embark with the energy required for so great an enterprise; and this must be granted or the object is defeated. It may be said the stock will be taken even with the restrictions proposed; and it is admitted that it may be; but who that has observed the history of stocks of this character, does not know that to subscribe for stock is a different thing from paying instalments after a year or two, when some money has been invested and much more to be called for before any return in the shape of dividend may be expected. The stock may be subscribed to sell out on speculation, but the capital will never be paid in unless there is held out in the charter a reasonable prospect of remuneration—and for so great a work the prospect must be decided—no equivocal considerations will meet the wants of the case.

In my former communication, it clearly appears there is no danger of the Rail-road interfering with the Canal debt, as that will be liquidated before the road can, to any important extent, be put in operation, and years before the entire work can be completed. In what light, then, do the people of the State of New York stand in reference to this project? The obvious answer is, that having made a canal—which is a good thing—they are unwilling to make a Rail-road, from the apprehension that it may be a better thing to effect the same object, and will therefore supersede its usefulness, by affording the community greater advantages. While the apprehension for the canal is perfectly groundless, it may be asked, would this method of calculation ever have brought our canals into existence? Most

certainly not. The spirit that held the reins of government in those days when the canal system was matured and executed, seems to have departed: and the State of New-York, after showing to the Union with what superior strides she could march on the road of improvement, appears to have been exhausted by her efforts, and fallen into a state of apathy; while her example has stimulated her neighbors to even transcend her earlier enterprise. The State, but a few years since could put forth her own hand and conduct the noblest enterprise of the age, is now unwilling to permit her citizens to take the laboring oar and perfect what she so nobly began. I say perfect, because the canal does not fully meet the wants of the great thoroughfare on it, and near its route. In good condition, it will afford the means of as cheap, and, it is believed, cheaper transportation for low velocities, than any other; at the same time her passenger-boats cannot much, if any, exceed four miles per hour—a rate of travelling that would not be submitted to by men of business, if they had even good turnpike roads on which to travel. The Rail-road would supply the means of conveying passengers and goods requiring expedition; and I presume no one will question the importance, to an enterprising community, of the greatest attainable facility of intercourse. In a business point of view, it is highly so; and, politically, it is not less important to extend the means of easy intercommunication among a people who hold the reins of government in their own hands.

In addition to the ordinary interest the community have in the projected improvement, as affording an increased facility in conducting their business operations, they have a deep interest in establishing, to its utmost extent, this route as the grand thoroughfare for an extensive district of country beyond the limits of the State. To show the value of this interest, we have only to look to the bold and vigorous efforts of our neighbors, who, from our example, have become thoroughly awake to the importance of securing to themselves, not only what they had lost, but even a greater portion of the Western trade than they formerly possessed. That this trade is important to our Atlantic cities, and to the district of country that has the benefit of possessing the thoroughfare through which it must pass, is self-evident.

There is no reasonable doubt the interest of the State calls for an immediate commencement of the proposed work; and in view of the loss of nearly or quite one year, which will be unavoidable, to organize for so important a work, it is greatly to be regretted that one year more must be lost before legislative authority can be obtained. But the arms of Morpheus appear to be so firmly entwined around the energies of the State, that we can hardly expect anything that will even encourage the hope that any important step will be taken the ensuing season, except it be to so call public attention to the project, as will arouse the *slumbering energies* of New-York, and bring them to act with a decision and vigor that will comport with her character in days that have gone by. Our rival neighbors may flatter themselves the day is far distant when we shall take further steps to secure the advantages which the hand of Nature has so liberally tempted us to improve: but in this they will be mistaken.—The sleep that now hangs upon her eyelids will be cast off, and, like herself, our State will again move forward in the march of improvement with her accustomed intelligence and vigor. The project under consideration is a great and highly important one, and, to give any reasonable assurance of completion, must be rightly begun. Though the present Legislature will not probably authorize the work, it can hardly be doubted the next will pass such an act of incorporation as will secure to the State the advantages of the proposed improvement.

February, 1829.

NEW-YORK.

To the Editor of the Rail-road Journal:

In your Journal of the 3d of March, containing a list of the Ohio Rail-roads, from the Steubenville paper, is given the distances on the contemplated "Pennsylvania and Ohio Rail-road" from the Ohio Canal at Massillon, (a town said to be forty miles south of Lake Erie,) to Pittsburgh, and thence by Canals and Rail-road to Philadelphia; the total distance is put down at 440 miles, which may be correct, but an erroneous impression is produced by the next paragraph, which makes the distance to the city of New York from Massillon to be 700 miles, (but varying the route circuitously) by way of Cleveland, Buffalo, the Erie Canal to Albany, and thence

to New York. The error consists in laying down his assumed route to New York, without stating the fact, that a much shorter and more efficient Rail-way track between New York and Ohio is not only projected but already commenced. I allude to the Paterson Rail-road, which will doubtless be extended through New Jersey by the route recommended by your correspondent at Easton, in his letter on the 3d instant, in which he makes the distance from New York, through New Jersey, to the coal mines on the Lackawawock, to be 130 miles; from thence to Owego, on the Susquehannah river, in 50 miles, and by the route of the Rail-road through the southern counties of this State, near the Pennsylvania line, and crossing the same to the Ohio Canal, at Massillon, would not exceed 260 miles—making, with the foregoing distance, 440 miles from New York to the Ohio Canal—and only two stationary engines will be required on the whole of this route, the remainder being practicable for locomotives, the whole distance, instead of being impeded by a change from Rail-way to Canal and back to Rail-way, as the Pennsylvania route will require.

The New York route has been surveyed the whole distance by Mr. Clinton, and found favorable—and it must be evidently a more advantageous route and passed with much less time than any other route that combines Canals and Rail-roads.

I have not the least doubt, therefore, that, as you say the "City of New York may hold its own," in this noble competition for the trade of the West, and that its vast natural advantages will ensure it at all times a very large proportion of the commerce of the western states, and more so from the causes that you assign in remarks on the Pennsylvania and Ohio road in your last paper.

It remains for the State of New York, and its merchants, and capitalists, and the agricultural interest, to be on the alert in these stirring times, and to lose nothing by supineness or neglect.

March 5th, 1832.

C.

In our last, we gave a list of Rail-road companies incorporated by the Legislature of Ohio, at their late session; and we now give, as far as we have been able to trace on the map, the routes which the roads are to pursue.

The Richmond, Easton, and Miami Rail-road is, we believe, to commence at Dayton at the head of the Miami Canal, and pass through Eaton, in Preble County, to Richmond, in Indiana.

The Mad River Rail-road is to commence at, or near Sandusky, on the Lake, and pass through Finley, Hardin, Bellefontaine, Urbana, and Springfield, to Dayton; there to connect with the Miami Canal, to Cincinnati. This road will pass through some of the best parts of the state, and will doubtless add greatly to its prosperity.

The Erie and Ohio Rail-road will pass from the Lake, at Ashtabula, or Fairport, through Warren, to Wellsville, on the Ohio River, a distance of about ninety miles, and perhaps the shortest route by which the two can be connected.

The Pennsylvania and Ohio Rail-road is designed to open an easy communication from the Ohio Canal at Massillon with Pittsburgh, passing through the Valley of the Little Beaver River to the Ohio; by which it is hoped to divert to Philadelphia much of the trade which would otherwise go to New-York.

The Chillicothe and Lebanon Rail-road will open a communication from Chillicothe through Hillsborough, Wilmington, and Lebanon, probably to the Miami Canal.

The Cincinnati, Harrison, and Indianapolis Rail-road will open an easy communication from Cincinnati through Harrison and Brookville, in Indiana; to the seat of government in that state, there to connect with the Madison, Indianapolis and Lafayette Rail-road, recently incorporated by the Legislature of Indiana.

The Franklin, Springborough and Wilmington Rail-road is nearly a parallel road to the Chillicothe and Lebanon Rail-road; which we should suppose would be made to intersect at Lebanon, and thereby

ensure the construction of one good one, rather than defeat the whole.

The Milan and Newark Rail-road is designed to open a direct communication from the Ohio Canal at Newark, in Licking county, with Lake Erie, passing through Knox, Richmond and Huron counties—probably to the mouth of Huron river. This road will pass through a beautiful section of country, and will run nearly parallel to and not far from the Milan and Columbus Rail-road, as we infer from the title—from which indeed we have traced the course of most of these roads, not having received the different acts by which they are chartered.

The last mentioned road from Columbus to Milan, and the Columbus, Delaware, Marion and Sandusky Rail-road, will pass through that section of country included between the Rail-road from Newark to Lake Erie and the Mad river Rail-road, passing through Urbana, in Champaign county to Sandusky; which can in no place exceed seventy miles in breadth.

There were several other charters granted for Rail-roads, but they are of less importance.

It is much to be regretted that so many projects should be seriously agitated. Rail-roads, like all other public works of magnitude, require large investments of capital, which, in this country, can not be obtained unless there is a prospect of realizing a fair interest upon the investment. This may be anticipated from the more important routes, but certainly not from all which are enumerated in the above list, and to abandon two or three, after the expenditure of a part of the estimated cost, will do more injury to this system of internal improvement than the delay, for a time, of three fourths of the number applied for.

[From a brief view of the origin, progress, present condition and future prospects of the system of internal improvement in Pennsylvania—by Mathew Carey.]

INTERNAL IMPROVEMENTS.

"The time will come, when Canals shall pass through every vale—wind round every hill—and bind the whole country in one bond of social intercourse."—[Fulton's Letter to Governor Mifflin.]

NO. 1.

Attempts are being made in some of the country papers to depreciate our state system of internal improvement, and to bring it into disfavor with the public, on account of the large sums expended, the heavy debt incurred, and the taxes lately imposed to complete it. The same means are used to disparage those citizens who took an active part in promoting and insuring its success. Death, which has deprived us of Dr. Lehman,—the unwearied and successful advocate of the system,—one of the most faithful representatives ever sent by Philadelphia to the legislature—has not sheltered him from pointed censure.

It is due to this great cause, and to its advocates and supporters, to place it fairly before the public, on the ground of its intrinsic merits, without exaggeration or undue coloring, (which its defenders may scorn, relying on plain, undeniable facts,) in order to enable our citizens to appreciate it correctly, and to decide on the justice and propriety of the attacks to which it has been exposed;—how far the expense has been justified;—and how far its ultimate advantages are likely to compensate for that expense.

In pursuance of these objects, I shall present a brief view of its rise and progress—its present situation—and its future prospects. The last are to be deduced from the results of similar undertakings, principally of the Erie and Hudson canal.

This is an investigation in which the great mass of our citizens are deeply interested. Should I be able to make it appear, that there is that high degree of probability, amounting as nearly to certainty as the nature of the case will admit, that the sanguine expectations of its advocates will be realized, every person interested in the prosperity of the state ought, so far as may be in his power, to support it to its final completion, and discountenance all attempts to arrest its career, or impair the public confidence in the undertaking.

The advantages to be derived from opening a navigable communication between the Delaware and the Schuylkill, the Schuylkill and the Susquehanna, and the Delaware and the Chesapeake,

early attracted the attention of enlightened men in the colony of Pennsylvania. The American Philosophical Society in 1769 and 1770, appointed committees to explore and survey the country between the Delaware and the Chesapeake—and the Legislature ordered similar explorations some time later, of the country between the Delaware and the Susquehanna, with a view to opening an artificial communication between. But the formidable nature of these great undertakings—their novelty in this country—and, still more, the intervention of the revolutionary war, prevented the adoption at that period, of any effectual measures for the attainment of those inestimable improvements.

At length, in the year 1790, a number of public spirited citizens, among whom Robert Morris, (the financier of the United States, to whom the nation was so largely indebted for procuring the ways and means in "times that tried men's souls,") David Rittenhouse, Samuel Meredith, Walter Stewart, Benjamin R. Morgan, William Bingham, Rev. Dr. Smith, John Nicholson, Robert Hare, Levi Hollingsworth, Jonathan Bayard Smith, Jeremiah Parker, and Jas. C. Fisher, took the lead, entered with zeal on the business of internal improvement; and in 1791, procured charters for two companies, one to construct a canal from the Delaware to the Schuylkill, and the other to construct one from the latter river to the Susquehanna.

Considerable difficulty and delay occurred in procuring acts of incorporation for the Chesapeake and Delaware Canal company, as they depended on three states, between which some jealousies existed on the subject. But at length Maryland passed an act for the purpose, December 13th, 1799; Delaware, January 28th, 1801; and Pennsylvania, February 19th, same year.

HAMILTON.

Philadelphia, May 20th, 1831.

NO. 2.

These magnificent projects, worthy of the influential citizens by whom they were conceived and advocated, and of the powerful state by which they were to be carried into operation, were defeated partly by the want of public spirit among our capitalists, but chiefly by the vile spirit of speculation, one of the greatest curses that can befall a nation. They were ushered to the public subsequently to the organization of the Federal Government, not long after the enormous speculations that had taken place in the public securities; in the stock of the Bank of the United States; and in the public lands belonging to several of the States and to the United States. By the two first, princely fortunes were realized by most of those who had engaged in them; and by the last, equally large fortunes were anticipated. It was absurdly believed, that canal stock would rise in the same manner as the other stocks had done, and that of course it would afford an opportunity of making money. Hence there was as great a struggle for an opportunity to subscribe, as we have recently witnessed in the case of Rail-road stock. In consequence, a large portion of the shares were subscribed for by persons who not only never contemplated, but were wholly unable, to pay up the remaining instalments. Their object was to sell out immediately, at whatever advance might take place. But they were grievously disappointed. There were no purchasers; so that, far from making money, they forfeited their first instalments. Attempts were made to enforce the payment of the remaining instalments, from those who were able to pay. Partial success attended this proceeding. But it was at length abandoned, and the project of internal improvement was defeated, so far as regarded the communication between the Delaware and the Schuylkill, and between the latter and the Susquehanna.

These Companies were kept alive by Charles Paley, by convening meetings of the members, and having officers and managers appointed, until the year 1821, when, by an Act of the legislature, they were united under the title of the Union Canal Company, which lingered in a state of comparative inactivity for some years; but at length, after encountering various difficulties and discouragements, the Union Canal was completed, and a communication opened in May, 1827, between Reading and Middletown, distance 71 miles.

To the stock of the Chesapeake and Delaware Canal, there were about 358,000 dollars subscribed, of which only 103,000 dollars were paid in. This was chiefly expended on a feeder, about five miles long, of which no use has ever been made. Some difficulty was experienced in the collection of the remaining instalments, in consequence, I believe, of imperfections in the acts of incorporation; and hence this important object was abandoned, after two or three years, and lay entirely dormant, for nearly 20 years.*

At length, the noble example set by the state of New York, in the Erie and Hudson Canal, aroused the energies of our citizens, which had been so long, as far as regarded canals, entirely torpid. Zealous efforts were successfully made to revive the Chesapeake and Delaware Canal Company. Liberal subscriptions were raised among our citizens in the course of a few weeks, and in the year 1822, to the amount of 425,000 dollars. The state of Pennsylvania subscribed 100,000 dollars, (a bonus of the Philadelphia Bank for a renewal of its charter)—the state of Maryland, 56,000 dollars—the state of Delaware, 25,000—and the United States 300,000 dollars. Operations were in consequence begun, under the acts of incorporation which, as I have stated, had been procured from the states of Pennsylvania, Maryland, and Delaware, through which the canal was to run. The first spade was put into the earth on the 15th of April, 1824, and the magnificent work was completed on the 17th of October, 1829. The expense was 2,201,864 dollars; or about 158,000 dollars a mile. It is 14 miles long—60 feet wide at the top—45 at the bottom—10 feet deep; is calculated for sloop navigation; and passes the craft that ply in the Chesapeake Bay, and in the Delaware River. It has been so faithfully constructed, that the navigation has not been suspended a single day by the necessity of making repairs. Since June 4, 1830, 5251 vessels, of various sizes, have passed through.

The spirit of internal improvement spread gradually, and in the fall of 1824, a society for the promotion of that object was formed in the city of Philadelphia, by about fifty citizens, who subscribed one hundred dollars each, and received donations of some hundreds of dollars from coal companies and liberal individuals. They employed Mr. Strickland to visit Europe, to investigate the subject of Rail-roads and Canals, and to procure the best information respecting both modes of transportation, in order that we might avail ourselves of the experience and improvements of foreign nations. Mr. Strickland performed his tour of duty with fidelity, and sent and brought over a great mass of most important information on both the objects to which his attention had been directed.

Philadelphia, May 22d, 1831.

HAMILTON.

* Joshua Gilpin, Esq. one of the early and principal advocates of this project, who devoted a large portion of his time and attention to it, and incurred great expense in its promotion, deserves great credit for preventing the extinction of the charters, by calling annual meetings *pro forma*, and renewing the board of managers during the whole of this period.

+ The United States subsequently subscribed 150,000 dollars additional.

+ The original estimate of the board of engineers, was 1,354,364 dollars, and the actual cost 2,201,864 dollars, making an increased expense of 64 per cent., "which," say the directors, "probably falls within the average of what works of this kind have exceeded the estimate. A considerable portion of this excess," they add, "was caused by the enlargement and depth of the canal; by the increased size and strength of the embankments and stone walls; by the more substantial and perfect construction of the summit bridge; and by the increased dimensions and improvement of many very important portions of the work. To these may be added the expenses and losses occasioned by an injunction of the chancellor of Delaware, and the cost of securing additional supplies of water on the summit, by the purchase of two water powers."—[Report of 1820.]

Liverpool and Manchester Rail-way.—It appears from the following statement, taken from the report just printed and circulated amongst the proprietors of the Liverpool and Manchester Rail-way, that the trade and revenue are increasing very rapidly:

	Tons of Goods.
During the half year ending 30th of June last, there were conveyed between Manchester and Liverpool,	35,865
During the half year ending 31st December last, sent	50,234
Increase,	14,369 tons
Goods for Bolton and other parts of the road during the half year ending the 30th June,	6,827
Ditto ditto for the half year ending 31st December,	12,997
Increase,	6,170 tons

Coals to Liverpool for the half year ending 30th June,	2,889
Ditto for ditto ending 31st December,	8,197

Increase, 5,308 tons
Being an increase of 25,847 tons, or 50 per cent. upon the last, as compared with the preceding half year.

As respects passengers, an opinion was pretty generally entertained, that, as soon as the novelty of steam conveyance had ceased, the number of passengers would fall off. The report just circulated shows a very different result.

Passengers entered in the company's books during the half year ending 30th June 188,726
Ditto ditto ending 31st December last being 256,321

Increase, 67,595
Being upwards of 33 per cent. increase for the last six months beyond the first six months of the year, and upwards of 135 per cent. increase on the travellers between the two towns during the corresponding months previously to opening the Rail-way.

As respects the revenue, this has increased, of course, very considerably.

	£	s.	d.
The revenue from coaches for half year ending 30th June,	43,600	7	5
Ditto ditto for half year ending 31st December last,	58,229	5	0

	£	s.	d.
Increase,	14,628	17	7
The revenue for merchandise for half year ending 30th June was	21,875	0	1
Ditto ditto for last half year,	31,085	18	4

	£	s.	d.
Increase,	9,210	18	3
The revenue from coal for half year ending 30th June was	218	6	0
Ditto ditto for last half year,	692	10	7

	£	s.	d.
Increase,	474	4	7
Making a total increase upon the last half year, as compared with the preceding, of	24,314	0	5

[From the *Baltimore American* of March 3.]

We observe that some of the New-York papers continue to resist the introduction of the Haerlem Rail-road into the city. The American remarks that it is not convinced by the alleged example of Baltimore, partly on the ground that we have more main avenues than New-York, and partly that there has not yet been sufficient time to test the inconveniences. As to the first, Pratt-street, we would remark, through which the Rail-road has been carried, is, next to Baltimore-street, the most crowded thoroughfare in our city, and the only one, in fact, except that street, from east to west. Its importance as such is so great, that very strenuous efforts were made for many years to carry it through certain obstructions, and docks were filled up, and buildings levelled, in order to make it a continuous street. Notwithstanding its importance as a thoroughfare, which the expense of making it such demonstrates, it has been selected as the route of the Rail-road, through the most busy part of the city to the open space called the City Block, and—so far as we can see—without any embarrassment or inconvenience whatever. On the contrary, the value of property on the street has been greatly increased, and the latter is a greater thoroughfare than ever. From the main line of Rail-way, shorter ones are constantly constructing by individual proprietors into the cross streets and lanes, for their immediate accommodation. Of course, horse-power alone is used in that part of the road traversing the city. The Rail-way is crossed by all vehicles, every moment; and the cars themselves can be immediate brought up by a break.

By the way, so far are we from abounding in main avenues, as is supposed, that it is much to be desired that we had one more east and west thoroughfare south of Baltimore-street, and one or two more immediately north of it. The peculiar location of the city makes this particularly necessary even now, and it will ere long become much more so. A trifling expense would give this character to Lombard-street, already most advantageously opened for a certain distance: and if Fayette or Lexington street were extended eastwardly to Jones's Falls, their utility would be as much increased as their beauty.

A locomotive steam engine which has been for some time past constructing under the direction of Mr. Minus Ward, at the shop of Messrs. Mayger and Washington, was conveyed to the Rail-road yesterday evening. It has a double engine and boilers,

and promises to be very effective. We hope to be able to give a good account of its performances in a few days.—[ib.]

Rail-road in London.—Extensive surveys are being made between Southwark and Greenwich, preparatory to the formation of a Rail-road from the south side of London-bridge to the parish of St. Alphage, Greenwich, and to which is intended to be added numerous branch tram roads, with warehouses, wharfs and premises, for the most speedy transit of goods and passengers. The tolls are to be regulated by an Act of Parliament, and a Bill to carry the measure into effect will be submitted to the Legislature in the course of the next Session.—[London paper.]

Transportation on the Baltimore and Ohio Rail-road.
Monday 27th February.

Arrived, seven coaches and 55 cars and wagons, containing—

Flour	744 barrels
Whiskey	19 barrels
Granite	27 tons
Wood	28 tons

Departed, nine coaches and 55 cars and wagons, with merchandise, groceries, lumber, plaster, coal, &c. Passengers arrived, 47—departed, 54.

Rail-road Transportations to Baltimore to Thursday Evening the 1st inst.

Pas.	Bbls. flour.	Tons. Cwt. Qr. lb.
Feb. 25, 25	1 2	650
26, 23	500	
27, 26 1-2	570	
28, 25	750	
29, 38	626	
March 1, 54 1-2	825	

Total number of bbls. of flour transported up to 1st March inst. 32,670.

Miscellaneous.—36 1-2 tons of pig iron, 400 bushels of shorts, 75 bags of corn, 4 bundles and 1 box of leather, 11 barrels of tallow, with a variety of articles of small bulk.

[From the *Burlington Free Press* of March 2.]

PORT KENT AND AUABLE RAIL-ROAD.—We are gratified to learn that a charter has been granted by the Legislature of New York for the construction of a Rail-road from Port Kent to the Ausable Forks. The track of this road through the valley of the Great Ausable River, embraces the entire transportation of the extensive Iron and Lumber establishments of that rapidly improving region of country. We are informed that the result of the researches of the committee appointed to investigate and present the merits of the application to the Legislature, among other facts ascertained the amount of transportation on the route of this road was near twenty thousand tons in 1831. We doubt not the stock will be sought for with avidity. When we consider the effect that must be produced by bringing the immense forests of pine of the interior, (now too remote from water navigation, within 5 miles of the termination of this road) the exhaustless mines of iron ore of the purest quality; to which the branches are to be erected; the numerous water privileges surrounded by dense forests of hard wood, which will be brought into immediate requisition, that numerous new manufacturing establishments are in progress and many others in contemplation—and that twenty eight additional forge fires are already contracted to be erected the ensuing season; we must be convinced that no investment promises fairer returns. The act of incorporation is represented as being very liberal in its character, leaving the control of the Rail-road exclusively to the management of the Directors, without any material restrictions.

The following gentlemen were appointed commissioners: Richard Keeg, of Keeseville, Charles M. Watson, of Port Kent, P. Hone, T. Salus and E. Curtis, of New York.

[From the *Newburgh Gazette*.]

The publisher of the Rail-road Journal proposes issuing a newspaper suitable for the use of Schools. Having seen the common newspapers of the day profitably introduced into schools, we do not hesitate in giving our opinion decidedly in favor of the project, and this opinion is formed not only from our own observation, but from many conversations on the subject, with gentlemen of superior literary attainments and of high standing as teachers. The only objection that we have ever heard urged against the use of newspapers in schools is the danger of diverting the mind from those objects which require very close attention. This objection is found not to exist in practice. Newspaper reading combining amusement with valuable instruction has a tendency to relieve the mind and enable it to apply itself more actively and intensely to the

deeper studies. One great advantage will be derived which should never be overlooked. The members of our schools are destined shortly to supply the places of their fathers, and the cares of business and of government are soon to devolve on them. How great then the advantage, how absolute the necessity of storing their minds not only with the history of ancient times, but with that of the present age; with the condition and resources of our country and with the political movements of our own and foreign nations. It is a common complaint that students when they leave our universities and schools though their minds may be enriched with book learning, are often destitute of that knowledge of the world on which a man's usefulness very much depends.

And this kind of every day information can be gained in no other way than one similar to that proposed. The passing events of this year, especially those of a political nature will, most of them be only recorded in the newspapers of the day, and it requires but a little time to possess ourselves of the facts as they transpire; but who would undertake to go back five or seven years and trace the political revolutions that have taken place during that time? It would be a Herculean task. But it would be necessary in many situations in which our youth may hereafter be placed.

The following weight of several of the officers of the Army of the Revolution, is taken from an original manuscript in the hand-writing of the late General Swift. They were weighed at West point, August 19, 1783 as stated in the manuscript.

Gen. Washington, 209; Col. Michael Jackson, 252; Gen. Lincoln, 224; Col. Henry Jackson, 238; Gen. Knox, 280; Lt. Col. Huntington, 212; Gen. Huntington, 182; Lt. Col. Cobb, 182; Gen. Greatan, 166; Lt. Col. Humphrey, 221; Gen. H. Swift, 219.—[Litchfield Enquirer, March 1.]

The North River is open to Peekskill, 40 miles, above this city. Last year the river was open to Albany on the 15th of March; in 1820, March 14th; 1828, April 2d; 1827, February 6th; 1826, March 23d; 1825, March 5th; 1824, March 6th; 1822, March 3d; 1822, March, 25th; 1821, March 15th; 1820, same date; 1819, March 25th; 1818, April 3d; 1817, March 25th; 1816, April 3d. It last closed on the 7th of December; and consequently has been already closed three months wanting five days, which is more than the average of the last 16 years. In 1827 it was closed only one month; in 1816, four months and one day.—[Journal of Commerce.]

[FOR THE NEW-YORK AMERICAN.]

WHY LADIES OUGHT NOT TO WALTZ!

It is said that a retired beau is about publishing a treatise under this title, divided into ten heads, as follow: (Let him be Morganized, and his work suppressed by burning:)

Because the delicacy thereof is not un-questionable.

Because many men who waltz declare that they should not be willing to see their wives or sisters do so.

Because ladies who waltz, often ask,—"Do you think there is any harm in waltzing?"

Because, after a few 'turns,' the lady waltzing breathes hard, her face and neck are flushed, and her handkerchief crosses her forehead—all which is sadly unbecoming.

Because the expose made in waltzing is like that of the French opera dancers.

Because the like propinquity in any other case would be held outrageous; and though this is called 'waltzing,' "a rose by any other name," &c.

Because it dulls that quick sense of shrinking delicacy, without which women cannot be charming.

Because the relative attitude of the parties gives to the optical "angle of incidence" unwanted license.

Because the loveliest woman in town (*****) does not waltz; and all who would be deemed lovely should aim to be like her.

Because it is not half so graceful as a

COTILLION.

We have heard an experienced beau say of waltzing, and it may be added, as another head, "because it is not politic."—[En. N. Y. Am.]

NEW-YORK AMERICAN.

MARCH 2, 5, 6, 7, 8, 9—1832.

LITERARY NOTICES.

LIBRARY OF RELIGIOUS KNOWLEDGE, Vol. IV; Jonathan Leavitt, New York.—The first three volumes of this series were composed of the Journal of Moses Tyerman and Bennett, of which we have heretofore spoken in terms of approbation, as calculated to interest and instruct the general reader, while it advanced the special ends of this meritorious undertaking, the dissemination of religious knowledge. The work chosen to constitute the fourth volume is one of old celebrity, but of ever present interest—the *Harmony of the Divine Attributes in the contrivance and accomplishment of man's redemption*, by WILLIAM BATES, D. D. Dr. Bates was an eminent dissenting minister, born in 1625, and who, though tempted by large offers from Charles II. of ecclesiastical preferment, on condition of conforming to the established church, withheld the temptation, and was afterwards one of the deputation from the dissenters who presented addresses to King William, on his accession to the throne. He died in 1699. He is represented by Baxter as “a learned, judicious and moderate divine,” and by another of his biographers as “remarkable for a peculiar spirit of moderation and zeal for union among christians.” It is conclusive as to the truth of these characteristics, that he was the fast friend of Archbishop Tillotson until the death of that eminent prelate. The work before us is introduced, in a preliminary essay, by A. Alexander, D. D., of Princeton, N. J.; who speaks of it with unmixed commendation. It is no slight recommendation of it, that it excludes the controversial spirit, and addresses itself equally to all who hold the doctrine of redemption. The edition now given to the American public, is from one recently published in London, and the style of its execution is very neat and creditable.

PLAN OF THE FOUNDER OF CHRISTIANITY, by F. V. REINHARD, S. T. D., Court Preacher at Dresden: translated from the fifth German edition, by Oliver A. Taylor, of the Theological Seminary, Andover. 1 vol. pp. 360: New-York, G. & C. & H. Carvill.—We have here anotherable contribution to the cause of the Christian religion, differing, however, materially in its design, from that, above noticed, of Dr. Bates. His work embraces the whole scheme of the Divine mission of the Saviour: that of the German professor and preacher was, in its origin, controversial, and meant to vindicate only certain portions of that scheme. The one is a general treatise, the other is confined to certain specific objects. These appear to us most fully accomplished. The author who was Professor of Theology at Wittenberg, was roused to this essay, by a paper in “the Wolfenbuttel Fragments,” published in 1778, of which the aim was to establish, that the intention of Jesus was, to found an earthly kingdom among the Jews; that he was a deceiver; and assumed the cloak of religion, in order to promote more readily his plans for acquiring temporal power, and hence that he had no claim to be considered as a teacher, sent from God. Reinhard met this attack by this exposition of the plan of the Founder of Christianity, in which he maintains, that from the vastness and universality of the idea “of founding a kingdom of God upon earth which should embrace all ages and countries, and be the means of effecting the salvation of the world,” an idea never before conceived, and as distinct from all others in the manner of its execution, as in its character, its divine origin and ends are plainly to be inferred, and that the plan of a temporal kingdom is wholly at variance with it. The learning, the logic, and the ingenuity, with which this argument is maintained, belong, we had almost said only, to the German school; but they will be relish-

ed by the disciples of all schools. It is difficult from such a work to make satisfactory extracts; still we annex one that seemed susceptible of being more easily detached than others. It is taken from that part of the volume, where the plans for the amelioration of the condition of their species, by the wisest and best of the ancients are passed in Review, and are shown to differ in this striking particular from that of the Gospel, that they were all limited to a particular people or nation; whereas, that of Christ is of universal comprehensiveness.

But though philosophy before Socrates, with the exception of what has been said of the Pythagorean institution, exerted but little beneficial influence upon the human race, yet, under the guidance of this excellent man, she became in a measure the benefactress of society; she began to leave the heavens, where she had hitherto lived in pursuit of empty dreams, and, entering the habitations of men, to fill them with light and happiness. It would be superfluous for me to speak particularly of the merits of this man in this respect, or describe the wise, disinterested, and unwearied activity, with which he endeavored both to teach his countrymen and set them a virtuous example, while he devoted all his powers to the public good. Ancient and modern writers have done him justice as the most venerable of all the Grecian sages, and said so much that is good and excellent respecting his religious views, his virtue and active philanthropy, as to render it needless for me to attempt the justification of my opinion in detail, when I say, that I consider him as having accomplished more towards enlightening and improving mankind than all the philosophers of Greece.—Not only did he effect much in his native country, directly, but he was also at the head of a school, from which went forth wise men, who from him had learned, at least to approach nearer to human life in their investigations, than had hitherto been done;—who had begun to contemplate man more closely, and select him, with his condition, faults, faculties, and relations, as the object of their inquiries; and, finally, to consider it as the business of philosophy, if she would be of any real utility, to employ herself chiefly in those important matters that relate to morality and happiness.

Even this excellent man, however, influenced as he ever was by an unwearied zeal in doing good, and deterred neither by a weight of poverty nor the derision of the ignorant, by the hatred of his nation nor the poisoned chalice, from laboring with all his powers for the good of his fellow-citizens;—even this man, notwithstanding the extraordinary talents with which he was gifted, and the warmth of his heart in the cause of human happiness, confined his benevolent views entirely to the narrow limits of his own native country. His plan, agreeably to his own confessions, was, to mortify the false wisdom which had led so many of the Sophists astray, puffed up the youth of his native city, and proved prejudicial to the state itself, and make it the object of ridicule and public contempt; while, on the other hand, he showed the Athenians, both by precept and example, that true wisdom enlightens the understanding with clear notions, warms the heart in the cause of virtue and disinterested philanthropy, and diffuses tranquillity and joy throughout the soul. His zeal in promoting the cause of wisdom, and procuring followers and friends for her, among his countrymen, amounting almost to enthusiasm, produced in him a firm conviction, that he had been destined by the Deity himself, to be the teacher of the Athenians, and hence, however opposed, was called upon to labor and suffer with unshaking boldness in behalf of virtue and truth, and, in his excellent language, to obey God rather than the judges whose chief anxiety was to prohibit his instructions. How unweariedly he acted, for a long series of years, under the influence of this conviction, and how many obstacles he was enabled to overcome by his extraordinary courage and incredible perseverance, we are informed in the history of his life. Possessing, therefore, as Socrates appears to have done, those qualities of intellect and heart, which are indispensable to the formation of a philanthropical plan of universal extent, in him, if in any man of antiquity, we should expect to meet with such a plan; and yet, not even Socrates ever thought of any thing of the kind. On the other hand, he was satisfied with rendering himself useful as far as in his power to his own native country and to the strangers that resorted to Athens for the purpose of hearing him. He, therefore, whom many writers have pronounced the greatest of men, was far inferior to the founder of Christianity; for the latter was not only to his native coun-

try what Socrates sought to be to his Athens, but he also devised a plan, by means of which he taught a much purer wisdom than Socrates, and intended to make all the nations of the earth acquainted with virtue of a far more active character than that which he recommended.

FAMILIAR CONVERSATIONS, EXPLANATORY OF THE NEW TESTAMENT: J. K. Porter, New-York.—This little book of 118 pages, of open and very legible print, has for its object “to place a considerable stock of useful information respecting the New Testament in a very small compass,” by furnishing such connected knowledge of “the scope and design of its different component parts,” as, generally speaking, is only to be gathered from large, expensive, and therefore mostly inaccessible, works on the Bible. The colloquial style is adopted as simplest, and most readily understood; and we are sure this little book is calculated to do good.

AN INTRODUCTION TO THE NATURAL SYSTEM OF BOTANY, &c. &c. By JOHN LINDLEY, F. R. S., &c. First American edition, with an Appendix by John Torrey, M. D.; 1 vol. 8vo. 400 pp.; N. Y., G. & C. & H. Carvill.—Knowledge, as we had occasion the other day in speaking of a humble but useful contribution to learning to remark, knowledge is progressive; and we have rarely seen this fact more strikingly illustrated than in the volume before us, which develops a system in Botany superseding entirely that—so famous, and which has been unquestionably so advantageous, to the science—of Linnaeus. Mr. Lindley is the Professor of Botany in the University of London, and the work now given to the world has for its basis the lectures delivered by him in that capacity. Dr. Torrey's part in the American edition consists in its careful preparation for the press; in references to some works published since Mr. Lindley's; in prefixing to it a valuable treatise by the same author, entitled “An Outline of the First Principles of Botany;” which is, in some sense, an epitome of the whole work; and, what is most important to American students, in an appendix consisting of “a catalogue of North American genera of plants, arranged according to the order in the text.” We have said the system developed in this book supersedes that of Linnaeus. The Swedish philosopher established his classes or orders upon variations in the sexual organs of plants. Those of the natural system are derived from differences of internal structure, as revealed by the microscope. It is, in short, the result of profound study and observation of vegetable comparative anatomy, and, as it seems to our un instructed view, manifestly excels the Linnaean system in clearness, simplicity and certainty. According to the Natural system the whole vegetable kingdom is divided into two grand classes, which, from the uniform varieties in the internal structure of the objects included within each, are called *Cellular* and *Vascular*. But as these variations can only be detected by minute examination and dissection, it is clear that unless denoted by some outward characteristic, which, besides being equally uniform, should be obvious to ordinary observation, this new classification would be of little practical value. Accordingly we find, that this variation is denoted by the “two-most obvious peculiarities in the vegetable kingdom,” viz. vegetables bearing flowers are from their structure *Vascular*; and all which have no flowers are, for the same cause, *Cellular*. This will suffice to give a general idea of the basis of the new system, set forth, as it seems to us, with great accuracy and extent, in the volume before us; and which, therefore, we commend, as indispensable to students of Botany, who would keep up with the progress of the science.

TWO LECTURES ON POLITICAL ECONOMY, delivered at Clinton Hall before the Mercantile Library Association, by WILLIAM BEACH LAWRENCE; pp. 29; N.

York, G. & C. & H. Carvill.—It is honorable to the small compass. Boccaccio, who published a long Latin treatise entitled "Of illustrious Women," like the many well known names, in a series of lectures on different subjects addressed to their body, and not at any time, as we have been assured, addressed to small or inattentive audiences. It is creditable, too, to the gentlemen who thus voluntarily devoted their time and talents to the cause of good letters. The lectures before us were a part of the series spoken of, and cannot fail of exercising a salutary influence upon the formation of sound opinions as to a science so intimately connected as political economy is with commercial pursuits. Necessarily restricted in time and subjects, Mr. Lawrence devoted his first lecture to a sketch of the objects and history of Political Economy; and his second to an exposition of the theory of Ricardo. The style of both lectures is polished, easy, and, what is especially essential in such discussions, precise; expressing distinctly what is as clearly-conceived. The general principles of commercial freedom, so applicable to our peculiar situation and institutions, are ably enforced, and happily illustrated; and the importance of that study is insisted on which teaches "that the same rules which regulate the economy of families may be extended to the management of states;" that "the result which every individual aims at for himself, political economy aims at procuring for a whole family;" and which, in demonstrating "that the prosperity of one country is closely linked with that of all others, would put an end to the ordinary cause of war, and by appealing to their self-interest, establish, in relation to nations, what Christianity insculcates with respect to individuals."

THE PIANO-FORTE MADE EASY, AND THE ART OF FINGERING EXPLAINED, &c. &c. ; by J. Jousse : first American from the eleventh London edition : N. York, E. Riley.—This is an extremely well executed edition of an elementary work of musical instruction that has great vogue in England, and will be welcome here.

A TREATISE ON CHOLERA MORBUS; by F. G. Boisseau; translated from the French by G. S. BEDFORD, M. D.: N. York, Collins & Co.—This is a timely publication, which we venture to say will be read extensively in and out of the profession. The translation bears evident marks of the haste with which it has been made, it being only about three weeks since the original was received in this country; but is nevertheless sufficiently intelligible and accurate. Dr. Bedford says we in this country can on "no grounds save those of arrogance and presumption reasonably expect to escape this disease." It is very possibly so; yet the treatise he publishes arrives most unhesitatingly at the conclusion that the Cholera is not contagious, and only admits by possibility its transmission by vessels or merchandize. Dr. Boisseau was the reporter of the Committee appointed by the Academy of Medicine of Paris, to aid in forming the regulations, which the Minister of Commerce thought requisite for the security of France. He appears to have examined the history and progress of the Cholera with minute attention and without any preconceived theoretical bias; he presents impartially the cases as they have occurred, with the deductions from them of both parties; and his conclusions are as above stated.

STORIES OF COMMON LIFE; Boston, Carter & Hendee; N. York, Pendleton & Hill.—A charming little book for young children; and if older ones can read the story of *Rose and her Lamb* without emotion, they have become callous before their time.

MEMOIRS OF THE EMPRESS JOSEPHINE; by Jno. S. Memee, LL. D.; vol. XXVIII., Harper's Family Library.—Well arranged from good materials, this is a very entertaining book, and contains much information regarding the times of the subject of it within a

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We close to-day with some splendid lines by the author of that popular piece, "The American Flag," the associate of Mr. Halleck, in the celebrated firm of "Croaker & Co." The name of the lamented Dr. Drake is probably familiar to the most of our readers, if not from his own writings, at least from the exquisite lines addressed by his friend to his memory. The N. Y. Mirror, from which the poem below is here copied, is fortunate in obtaining so valuable a relic; and, indeed, this paper deserves a great deal of credit, not only for rescuing such native gems as this from obscurity, but for fostering American talent generally, with—as we are apprized—the greatest liberality, and attracting to its columns such writers as have lately graced them. In the No. before us, besides the poem quoted here, there is a beautiful copy of verses by Mr. Sprague, a characteristic letter from young Greenough the sculptor, several enteraining miscellaneous papers, and an able article upon Beaumont & Fletcher's *Faithful Shepherdess*, by some one who seems to be imbued with a true relish of the old English writers. The portrait of Washington Irving, in a bold line engraving, upon steel, of the most costly description, prefaces this No. It is accompanied by a neat biographical sketch from the pen of one of the editors; at the end of which, it is mentioned that Mr. I. may be soon expected home. The true reason of this distinguished individual's long expatriation is known but to few, but though altogether of a private nature, it is so creditable to the heart of our countryman, that we cannot refrain from mentioning it. Mr. Irving, in all his journeys, has been accompanied by a brother, much older than himself, to whom he is strongly attached: the Dr. (Peter Irving,) who ought to be better known as one of the authors of *Salmagundi* and the writer of some of the best chapters in Knickerbocker's *New York*, has long been in a state of health which utterly precludes him from making a sea-voyage; and, indeed, he nearly lost his life by sea-sickness when crossing to Europe many years since. As he is now growing more and more infirm, his brother cannot bear the idea of being separated from him; and, tho' we know that there is good ground for expecting the author of the *Life of Columbus* home in the spring, we should not be surprised if fraternal affection should carry him back to Europe within a month after his arrival on his native shores.

The long tried attachment of these two bachelor brothers, the one the eldest the other the youngest of a large family, will afford an interesting subject for speculation to some future literary anecdote-monger. With such a difference of ages between them as one would think to preclude so close a sympathy at least in youth, they have from their boyhood been ever united in every thing else. Their youthful pranks, and some of them were mad enough, have been played together upon the banks of the Hudson and on those of the Thames have their sallies of whom, chastened by years, found vent together.—The halls of Saratoga have echoed to jokes that have been—no we won't say—repeated together at the tables of Cheltenham and Aix-la-Chapelle; and Brighton, we dare say, might tell of as much fun, though probably of a more subdued character, as (when the humorous bachelors were there) once made Rockway the paradise of watering places. Their holiday travels in boyhood were always made together: they have sat together under a Dutch roof in Albany and in Antwerp; and what the valley of the Connecticut was to them many years since, the plains of Provence have been more recently. They have clambered together the Highlands of Scotland and the blue hills of the Horican, and looked on Loch Katrine and Lake George with the same eye. They have traversed the heights of the Sierra Morena, the bottom of the German Hartz, and the wilds of their native North, and loitered together along the waters of the Mohawk and the Arno, the Rhine, the St. Law-

—with all earth's daughters,
Like fragile porcelain, give way,
And yield her place to stronger clay.

rence, and the Guadalquivir, and together have they mused upon the fading structures of human power abroad, and nature's changeless edifices, the majestic scenery of their own land. They have listened alike to the eternal din of Niagara, and their footsteps have startled the same echo in the Morescan Halls of Granada, the Gothic Castles of Burgundy, and among the classic ruins of Italy. How manifold must be the mutual associations of such men, and how intimately, how indissolubly, must they bind them together.

[The lines referred to above are unavoidably postponed.]

THE CENTENNIAL DINNER.—*At Washington.*

According to the arrangements by the committee, Mr. WEBSTER, Senator of the United States from Massachusetts, presided; and Gen. CHARLES FEN-
TON MERCÉN, a Representative from Virginia, Gen. WALTER JONES, of the District of Columbia, and Gen. JOSEPH VANCE, a Representative from Ohio, were selected to act as Vice Presidents.

After the dinner was removed, it was announced that the President of the day would announce the toasts prepared for the occasion.

Mr. WEBSTER then rose, and addressed the company to the following effect:

I rise, gentlemen, to propose to you the name of that great man, in commemoration of whose birth, and in honor of whose character and services, we have here assembled.

I am sure that I express a sentiment common to every one present when I say, that there is something more than ordinarily solemn and affecting in this occasion.

We are met to testify our regard for him, whose name is intimately blended with whatever belongs most essentially to the prosperity, the liberty, the free institutions, and the renown of our country.—That name was of power to rally a nation, in the hour of thick-thronding public disasters and calamities; that name shone, amid the storm of war, a beacon light, to cheer and guide the country's friends; its flame, too, like a meteor, to repel her foes. That name, in the days of peace, was a load-stone, attracting to itself a whole people's confidence, a whole people's love, and the whole world's respect; that name, descending with all time, spread over the whole earth, and uttered in all the languages belonging to the tribes and races of men, will forever be pronounced with affectionate gratitude by every one in whose breast there shall arise an aspiration for human rights and human liberty.

We perform this grateful duty, gentlemen, at the expiration of a hundred years from his birth, near the place so cherished and beloved by him, where his dust now reposes, and in the capital which bears his own immortal name.

All experience avinces, that human sentiments are strongly affected by associations. The recurrence of anniversaries or of longer periods of time, naturally freshens the recollection, and deepens the impression of events with which they are historically connected. Renowned places, also, have a power to awaken feeling, which all acknowledge. No American can pass by the fields of Bunker Hill, Monmouth or Camden, as if they were ordinary spots on the earth's surface. Whoever visits them, feels the sentiment of love of country kindling anew, as if the spirit that belonged to the transactions which have rendered these places distinguished still hovered round, with power to move and excite all who in future time may approach them.

But neither of these sources of emotion equals the power with which great moral examples affect the mind. When sublime virtues cease to be abstractions, when they become embodied in human character, and exemplified in human conduct, we should be safe to our own nature, if we did not indulge in the spontaneous effusions of our gratitude and our admiration. A true lover of the virtue of patriotism delights to contemplate its purest models; and that love of country may be well suspected which affects to soar so high into the regions of sentiment as to be lost and absorbed in the abstract feeling, and becomes too elevated, or too refined, to glow either with power in the commendation or the love of individual benefactors. All this is immaterial. It is as if one should be so enthusiastic a lover of poetry as to care nothing for Homer or Milton; so passionately attached to eloquence as to be indifferent to Tully or Chatham; or such a devotee to the arts, in such an ecstasy with the elements of beauty, proportion, and expression, as to regard the master-pieces of Raphael and Michael Angelo with cold-

ness or contempt. We may be assured, gentlemen, that he who really loves the thing itself, loves its finest exhibitions. A true friend of his country loves her friends and benefactors, and thinks it no degradation to commend and commemorate them. The voluntary outpouring of the public feeling, made to-day, from the North to the South, and from the East to the West, proves this sentiment to be both just and natural. In the cities and in the villages, in the public temples and in the family circles, among all ages and sexes, gladdened voices, to-day, bespeak grateful hearts, and a freshened recollection of the virtues of the Father of his Country. And it will be so, in all time to come, so long as public virtue is itself an object of regard. The ingenuous youth of America will hold up to themselves the bright model of Washington's example, and study to be what they behold; they will contemplate his character till all its virtues spread out and display themselves to their delighted vision, as the earliest astronomers, the shepherds on the plains of Babylon, gazed at the stars till they saw them form into clusters and constellations, overpowering at length the eyes of the 'boholders with the united blaze of a thousand lights.

Gentlemen, we are at the point of a century from the birth of Washington; and what a century it has been! During its course the human mind has seemed to proceed with a sort of geometric velocity, accomplishing more than had been done in five or ten centuries preceding. Washington stands at the commencement of a new era, as well as at the head of the New World. A century from the birth of Washington has changed the world. The country of Washington has been the theatre on which a great part of that change has been wrought; and Washington himself a principal agent by which it has been accomplished. His age and his country are equally full of wonders, and of both he is the chief.

If the prediction of the poet, uttered a few years before his birth, be true; if indeed it be designed by Providence that the proudest exhibition of human character and human affairs shall be made on this theatre of the Western world; if it be true that

"The four first acts already past,

"A fifth shall close the drama with the day;

"Time's noblest offspring is the last!"—

how could this imposing, swelling, final scene be appropriately opened; how could its intense interest be adequately sustained, but by the introduction of just such a character as our Washington?

Washington had attained his manhood when that spark of liberty was struck out in his own country, which has since kindled into a flame, and shot its beams over the earth. In the flow of a century from his birth, the world has changed in science, in arts, in the extent of commerce, in the improvement of navigation, and in all that relates to the civilization of man. But it is the spirit of human freedom, the new elevation of individual man, in his moral, social, and political character, leading the whole long train of other improvements, which has most remarkably distinguished the era. Society, in this century has not made its progress, like Chinese skill, by a greater acuteness of ingenuity in trifles; it has not merely lashed itself to an increased speed round the old circles of thought and action; but it has assumed a new character, it has raised itself from beneath Governments, to a participation in Governments; it has mixed moral and political objects with the daily pursuits of individual men, and, with a freedom and strength before altogether unknown, it has applied to these objects the whole power of the human understanding. It has been the era, in short, when the social principle has triumphed over the feudal principle; when society has maintained its rights against military power, and established, in foundations never hereafter to be shaken, its competency to govern itself.

It was the extraordinary fortune of Washington, that, having been entrusted in Revolutionary times with the supreme military command, and having fulfilled that trust with equal renown for wisdom and for valor, he should be placed at the head of the first Government in which an attempt was to be made, on a large scale, to rear the fabric of social order on the basis of a written constitution, and of a pure representative principle. A Government was to be established, without a throne, without an aristocracy, without castes, orders, or privileges; and this Government, instead of being a democracy, existing and acting within the walls of a single city, was to be extended over a vast country, of different climates, interests, and habits, and of various sects and sentiments of the Christian religion. The experiment, most certainly, was entirely. A popular Government, of this extent, it was evident, could be framed only by carrying into full effect the prin-

ple of representation, or of delegated power; and the world was to see whether society could, by the strength of this principle, maintain its own peace and good government, carry forward its own great interests, and conduct itself to political renown and glory. By the benignity of Providence, this experiment, so full of interest to us and to our posterity for ever, so full of interest to the world, in its present generation, and in all its generations to come, was suffered to commence under the guidance of Washington. Destined for this high career, he was fitted for it by wisdom, by virtue, by patriotism, by discretion, by whatever can inspire confidence in man toward man. In entering on the untried scenes, early disappointment, and the premature extinction of all hope of success, would have been certain, had it not been that there did exist throughout the country, in a most extraordinary degree, an unwavering trust in Him whose hand held the helm of affairs.

I remarked, gentlemen, that the whole world was and is interested in the result of this experiment. And is it not so? Do we deceive ourselves, or is it true, that at this moment the career which this Government is running is among the most attractive objects to the civilized world? Do we deceive ourselves, or is it true, that at this moment that love of liberty, and that understanding of its true principles, which are flying over the whole world, as on the wings of all the winds, are really and truly of American origin?

At the period of the birth of Washington, there existed in Europe no political liberty, in large communities, except the Provinces of Holland, and except that England herself had set a great example, so far as it went, by her glorious Revolution of 1688. Every where else, despotic power was predominant, and the feudal or military principle held the mass of mankind in hopeless bondage. One half of Europe was crushed beneath the Bourbon sceptre, and no conception of political liberty, no hope even of religious toleration, existed among that Nation which was America's first ally. The King was the State, the King was the country, the King was all. There was one King, with power not derived from his People, and too high to be questioned; and the rest were all subjects, with no political right, but obedience—All above was intangible power, all below quiet subjection. A recent occurrence in the French Chamber shows us how human sentiments on these subjects have changed. A Minister had spoken of the "King's subjects." "There are no subjects," exclaimed hundreds of voices at once, "in a country where the People make the King."

Gentlemen, the spirit of human liberty and of free government, nurtured and grows into strength and beauty in America, has stretched its course into the midst of the nations. Like an emanation from Heaven, it has gone forth and it will not return void. It must change, it is fast changing, the face of the earth. Our great, our high duty, is to show, in our own example, that this spirit is a spirit of health, as well as a spirit of power; that its benignity is as great as its strength; that its efficiency to secure individual rights, social relations, and moral order, is equal to the irresistible force, with which it prostrates principalities and powers. The world, at this moment, is regarding us with a willing, but something of a fearful admiration. Its deep and awful anxiety is to learn whether free States may be stable, as well as free; whether popular power may be trusted, as well as feared. In short, whether wise, regular and virtuous self-government, is a vision, for the contemplation of theorists; or a truth, established, illustrated, and brought into practice, in the country of Washington.

Gentlemen, for the earth which we inhabit, and the whole circle of the sun—for all the unborn races of mankind, we seem to hold in our hands, for their weal or woe, the fate of this experiment. If we fail, who shall venture the repetition? If our example shall prove to be one, not of encouragement, but of terror—not fit to be imitated, but fit only to be shunned, where else shall the world look for free models? If this great *Western Sun* be struck out of the firmament, at what other fountain shall the Lamp of Liberty be hereafter lighted? What other orb shall emit a ray, to glimmer even, on the darkness of the world?

Gentlemen, there is no danger of our overrating, or overstating the important part which we are now acting, in human affairs. It should not flatter our personal self-respect, but it should reanimate our patriotic virtues, and inspire us with a deeper and more solemn sense both of our privileges and of our duties. We cannot wish better for our country nor for the world, than that the same spirit which

influenced Washington may influence all who succeed him; and that that same blessing from above which attended his efforts may also attend theirs.

The principles of Washington's Administration are not left doubtful. They are to be found in the Constitution itself—in the great measures recommended and approved by him—in his speeches to Congress, and in that most interesting paper—his Farewell Address to the People of the United States. The success of the Government under his Administration is the highest proof of the soundness of their principles. And, after an experience of thirty-five years, what is there which an enemy could condemn—what is there which either his friends, or the friends of the country, could wish to have been otherwise? I speak, of course, of great measures and leading principles.

In the first place, all his measures were right in intent. He stated the whole basis of his own great character, when he told the country, in the homely phrase of the proverb, that honesty is the best policy. One of the most just and striking things ever said of him, is that "he changed mankind's idea of political greatness." To commanding talent, and to success, the common elements of such greatness, he added a disregard of self, a spotlessness of motive, a steady submission to every public and private duty, which threw far into the shade the whole crowd of vulgar great. The object of his regard was the whole country. No part of it was enough to fill his enlarged patriotism. His love of glory, so far as that may be supposed to have influenced him at all, spurned every thing short of general approbation. It would have been nothing to him, that his partisans or his favorites outnumbered, or outvoted, or outmanaged, those of other leaders. He had no favorites—he rejected all partisanship; and, acting honestly for the universal good, he deserved, what he has so richly enjoyed, the universal love.

His principle it was, to act right, and to trust the People for support; his principle it was not, to follow the lead of sinister and selfish ends, and to rely on the little arts of party delusion to obtain public sanction for such a course. Born for his country, and for the world, he did not give up to party what was meant for mankind. The consequence is, that his fame is as durable as his principles; as lasting as truth and virtue themselves. While the hundreds whom party excitement, and temporary circumstances, and casual combinations, have raised into transient notoriety, sink again, like their bubbles, bursting and dissolving into the great ocean, Washington's fame is like the rock, which bounds that ocean, and at whose feet its billows are destined to break harmlessly for ever.

The maxims upon which Washington conducted our foreign relations were few and simple. The first was, an entire and indisputable impartiality towards foreign States. He adhered to this rule of public conduct, against very strong inducements to depart from it, and when the popularity of the moment seemed to favor such a departure. In the next place, he maintained true dignity, and unsullied honor, in all communication with foreign States. It was among the high duties devolved upon him, to introduce our new government into the circles of civilized states, and powerful nations. Not arrogant or assuming, with no unbecoming or supercilious bearing, he yet exacted for it, from all others, entire and punctilious respect. He demanded, and he obtained at once, a standing of perfect equality for his country, in the society of nations; nor was there a prince or potentate of his day, whose personal character carried with it, into the intercourse with other states, a greater degree of respect and veneration.

He regarded other nations only, as they stood in natural relations to us. With their internal affairs, their political parties and dissensions, he scrupulously abstained, from all interference; and, on the other hand, he spiritedly repelled all such interference by others with us or our concerns. His sternest rebuke, the most indignant measure of his whole administration, was aimed against such an attempted interference. He felt it, as an attempt to wound the national honor, and resented it accordingly.

The reiterated admonitions in his Farewell Address, show his deep fears, that foreign influence would insinuate itself into our councils, through the channels of domestic dissension, and obtain a sympathy with our own temporary parties. Against all such dangers, he most earnestly entreated the country to guard itself. He appeals to its patriotism, to its respect, to its own honor, to every consideration connected with its welfare and happiness, to resist, at the very beginning, all tendencies toward such connexion of foreign interest, with our own

affairs. With a tone of earnestness nowhere else found, even in his last affectionate farewell advice to his countrymen, he says—"Against the insidious wiles of foreign influence, (I conjure you to believe me, fellow citizens,) the jealousy of a free people ought to be constantly awake; since history and experience prove that foreign influence is one of the most baneful foes of republican government."

Lastly, on the subject of foreign relations, Washington never forgot that we had interests peculiar to ourselves. The primary political concerns of Europe, he saw, did not affect us. We had nothing to do with her balance of power, her family compacts, or her successions to thrones. We were placed in a condition favorable to neutrality, during European wars, and to the enjoyment of all the great advantages of that relation. "Why, then," he asks us, "why forego the advantages of so peculiar a situation? Why quit our own to stand upon foreign ground? Why, by interweaving our destiny with that of any part of Europe, entangle our peace and prosperity in the toils of European ambition, friendship, interest, humor or caprice?"

Indeed, gentlemen, Washington's Farewell Address is full of truths, important at all times, and particularly deserving consideration at the present. With a sagacity which brought the future before him, he saw and pointed out the dangers that even at this moment most imminently threaten us. I hardly know how a greater favor of that kind could now be done to the community than by a renewed and wide diffusion of that admirable paper, and an earnest invitation to every man in the country to reperuse and consider it. Its political maxims are invaluable; its exhortation to love of country and to brotherly affection among citizens, touching; and the solemnity with which it urges the observance of moral duties, and impresses the power of religious obligation, gives to it the highest character of truly disinterested, sincere, parental advice.

The domestic policy of Washington found its pole-star in the avowed objects of the constitution itself. He sought so to administer that constitution, as to form a more perfect union, establish justice, ensure domestic tranquillity, provide for the common defence, promote the general welfare, and secure the blessings of liberty. These were objects, interesting, in the highest degree, to the whole country, and his policy embraced the whole country.

Among his earliest and most important duties was the organization of the Government itself, the choice of his confidential advisers, and the various appointments to office. This duty, so important and delicate, when a whole Government was to be organized, and all its offices for the first time filled was yet not difficult to him; for he had no sinister ends to accomplish; no clamorous partisans to gratify, no pledges to redeem, no object to be regarded but simply the public good. It was a plain, straightforward matter—a mere honest choice of good men, for the public service.

His own singleness of purpose, his disinterested patriotism, were evinced by the selection of his first Cabinet, and by the manner in which he filled the Courts of Justice, and other places of high trust. He sought for men fit for offices; not for offices which might suit men. Above personal considerations, above local considerations, above party considerations, he felt that he could only discharge the sacred trust which the country had placed in his hands, by a diligent inquiry after real merit, and a conscientious preference of virtue and talent. The whole country was the field of his selection. He explored that whole field, looking only for what ever it contained most worthy and distinguished.—He was, indeed, most successful, and he deserved success, for the purity of his motives, the liberality of his sentiments, and his enlarged and manly policy.

Washington's administration established the national credit, made provision for the public debt and for that patriotic army whose interests and welfare were always so dear to him; and by laws wisely framed, and of admirable effect, raised the commerce and navigation of the country, almost at once, from depression and ruin, to a state of prosperity. Nor were his eyes open to those interests alone. He viewed with equal concern its agriculture and manufactures, and so far as they came within the regular exercise of the powers of this Government, they experienced regard and favor.

It should not be omitted, gentlemen, even in this slight reference to the general measures and general principles of the first President, that he saw and felt the full value and importance of the Judiciary Department of the Government. An upright and able administration of the laws, he held to be

indispensable to public happiness and public liberty. The temple of justice, in his judgment, was a sacred place, and he would profane and pollute it who should assign any to minister in it, not spotless in character, not incorruptible in integrity, not competent by talent and learning, not fit objects of unhesitating trust.

Among other admonitions, Washington has left us, in his last communication to his country, an exhortation against the excesses of party spirit. A fire not to be quenched, he yet conjures us not to fan and feed the flame. Undoubtedly, gentlemen, it is the greatest danger of our system, and of our time. Undoubtedly, if that system should be overthrown, it will be the work of excessive party spirit, acting on the Government, which is dangerous enough, or acting in the Government, which is a thousand times more dangerous—for Government then becomes nothing but organized party; and in the strange vicissitudes of human affairs, it may come at last, perhaps, to exhibit the singular paradox of Government itself being in opposition to its own powers, at war with the very elements of its own existence. Such cases are hopeless. As men may be protected against murder, but cannot be guarded against suicide, so Government may be shielded from the assaults of external foes, but nothing can save it, when it chooses to lay violent hands on itself.

Finally, gentlemen, there was in the breast of Washington one sentiment so deeply felt, so constantly uppermost, that no proper occasion escaped without its utterance. From the letter which he signed, in behalf of the Convention, when the Constitution was sent out to the People, to the moment when he put his hand to that last paper, in which he addressed his countrymen, the Union, the Union, was the great object of his thoughts. In that first letter he tells them that to him, and his brethren of the Convention, Union is the greatest interest of every true American; and in that last paper he conjures them to regard that "unity of Government, which constitutes them one People," as the very palladium of their prosperity and safety, and the security of liberty itself. He regarded the Union of these states, not so much one of our blessings, as the great treasure-house which contained them all. Here, in his judgment, was the great magazine of all our means of prosperity; here, as he thought, and as every true American still thinks, are deposited all our animating prospects, all our solid hopes for future greatness. He has taught us to maintain this Government, not by seeking to enlarge its powers, on the one hand, nor by surrendering them on the other; but by an administration of them, at once firm and moderate, adapted for objects truly national, and carried on in a spirit of justice and equity.

The extreme solicitude for the preservation of the Union, at all times manifested by him, shows, not only the opinion he entertained of its usefulness, but his clear perception of those causes which were likely to spring up to endanger it, and which, if once they should overthrow the present system, would leave little hope of any future beneficial union. Of all the presumptions indulged by presumptuous man, that is one of the rashest, which looks for repeated and favorable opportunities for the deliberate establishment of a united Government over distinct and widely extended communities. Such a thing has happened once, in human affairs, and but once: the event stands out as a prominent exception to all ordinary history; and unless we suppose ourselves running into an age of miracles, we may not expect its repetition.

Washington, therefore, could regard, and did regard, nothing as of paramount political interest, but the integrity of the Union itself. With a united government, well administered, he saw we had nothing to fear; and without it, nothing to hope. The sentiment is just, and its momentous truth should solemnly impress the whole country. If we might regard our country as personated in the spirit of Washington; if we might consider him as representing her, in her past renown, her present prosperity, and her future career, and as in that character demanding of us all, to account for our conduct, as political men, or private citizens, how should he answer him, who has ventured to talk of disunion and dismemberment? Or, how should he answer him, who dwells perpetually on local interests, and fans every kindling flame of local prejudices? How should he answer him, who would array State against State, interest against interest, and party against party, careless of the continuance of that unity of Government which constitutes us one people?

Gentlemen, the political prosperity which this country has

[See page 176.]

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—At a late hour (12 o'clock) we received, through the Post Office, slips from the office of the Philadelphia Inquirer, dated yesterday, furnishing the intelligence brought by the ship Hull, at Philadelphia, in thirty-five days from Bordeaux.—The Paris dates are of the 20th January, with London dates of the 17th—six days later from the former and two from the latter city, than before received.—We make room for the only extracts which strike us as important.

Respecting the Belgian affairs the London Courier of 17th thus speaks:—

LONDON, Jan. 17.—Information has just reached us that a courier arrived in Paris on Sunday afternoon, bringing intelligence that the Cabinet of St. Petersburg had after several discussions, come to a determination not to ratify the Treaty of the Conference in its present state; and that the Austrian Cabinet had come to a similar decision, without requiring any further time for consideration. It would appear, therefore, that not the slightest hope can be entertained of an exchange of ratifications even on the 31st inst. and that if the treaty is to be adopted at all, it will be after having undergone very material modifications. We stated yesterday that the Prussian Court announced its intention of ratifying, but with a condition. That condition, as stated in the information now before us, is, that the ratification should be exchanged together with those of all the other Powers, but not otherwise; consequently it is a dead letter, supposing that either of the other powers refuses to ratify. In publishing these facts as they have reached us, we merely fulfil what we conceive to be our duty to our readers. We may, at the same time, be allowed to express a hope that these new difficulties may be overcome.

M. Casimir Perrier had, it is said, declared, that if the plan of rating certain French fortresses, according to the stipulations for the separation of Holland and Belgium, was persisted in, he would resign. The London Courier of the 17th January holds this language on the subject:—

We understand that M. Casimir Perrier has made the question of the Belgian fortresses the *sine qua non* upon which rests his continuance in, or abandonment of, office. We have reason to know that M. Perrier has remonstrated in very strong terms against the proposed demolition of Marienbourg and Philippeville; but we hope he will not push his view of the subject to the extent intimated. The arguments hitherto used by the French Minister against the proposal of the Conference were—1st, that it was unjust to require the demolition of fortresses which were once the property of France, without at the same time destroying those which had been raised against her—and, secondly, that the question was one of such deep interest to the French nation, that no Minister could hope to govern it after having made a concession so repugnant to its feelings and to its sense of honor. Perhaps it is out of this second view of resistance that the report has originated of M. Perrier having declared that he will resign if the point be not abandoned by the Conference. At least we incline to this opinion; for we cannot suppose that M. Perrier would make the personal question of office a point of remonstrance to other Cabinets, although we can very well imagine that such a menace would have, or at least ought to have, an effect upon more than one Government,—for it is of much less importance to the peace of Europe that Mons should stand, and Marienbourg and Philippeville be demolished, than that there should, in the present critical times, be a breaking up of the French Cabinet. M. Perrier, however, should let the question stand upon its own merits, and reserve any declaration as to his intentions, for the final decision of the Conference. To believe that he has made the statement alluded to, would be to admit not only that his own mind is made up on the subject, but also that the other Cabinets have expressed themselves in such a way as to leave no hope of accommodation; and this is an admission which the circumstances do not, in our opinion, seem to warrant. The question of peace or war can hardly be made to depend upon an affair which is in itself really insignificant.

The British House of Commons re-assembled on the 17th.

In the Chamber of Deputies, the Budget was still under discussion. Gen. Lafayette, in order to do away some erroneous estimates made as to the com-

parative expenditures of the United States and France, had addressed a circular to the members of the Chamber, setting forth, on the authority of J. Fenimore Cooper and Gen. Bernard, that the average expense of this Government is as £11:47 per head of its population, instead of £31:35, as had been asserted; while, on the same principles of calculation, the expense of the French budget was as £28:12 per head.

M. Salmon, minister of foreign affairs of Spain, died at Madrid on 10th January. M. Paer de la Cadena, the Spanish ambassador at St. Petersburg, would possibly be his successor.

FRANCE.—In the Chamber of Deputies the Budget continued the prominent topic of discussion. During a recent debate, one of the speakers, M. Jules de la Rouchefoucauld, compared the Budget of America with that of France; and maintained that if all the various charges to which the population of the United States was subjected in different shapes were brought into it, the amount would give an average of 35fr. for each individual, while that of France was only 31fr. for each inhabitant.

General Lafayette had addressed a circular to the members of the Chamber of Deputies, in which he states that having read an article in the *Revue Britannique*, referred to in the *Moniteur*, upon the comparative departmental expenses of France and America, and being struck with the manifest errors it contained, he had consulted the celebrated American writer, Mr. Fenimore Cooper, and also Gen. Bertrand, who had resided 15 years in America, from whose concurring evidence it resulted that the whole Budget of the United States amounted only to £47,402,051fr 80e., which divided by 12,856,497, the number of inhabitants, gives an average of 11fr. 47c. for each individual, instead of from 31fr to 35fr. as asserted in the *Revue Britannique*, while the ordinary French Budget of 1838, which amounted to 900,074,432fr. gives, if divided by 32,000,000, the number of inhabitants, an average of 28fr. 12c. per head.

The National says—“The following loans have been made in Europe since the Revolution of July, for the purpose of keeping the armies of the different kingdoms on a war-footing. To this list shall be added the extraordinary levies of men and the augmentation of taxes. The various loans, amounting to about £32,000,000 sterling, may be divided thus:

Holland	£12,900,000
Austria	8,000,000
France (besides the sales of wood and the large circulation of <i>bons-royaux</i>)	5,600,000
Russia	3,200,000
Belgium	1,000,000
Piedmont	1,000,000
Roman States	640,000
Total	£31,440,000

Prussia has put in circulation new Anglo-Prussian Bonds; but they have not been made public, and the amount is consequently unknown. In France, to cover the extraordinary expenses of 1832, it will be necessary, in order to complete the Budget, to make a fresh loan of 5,200,000.; and by an extraordinary sale of timber, 2,000,000.; the City of Paris must also have a loan of 1,000,000.; and thus the grand bankruptcy of the State is preparing.

M. Allier, the young advocate who defended one of the Society of the Amis du Peuple on the 15th inst and for his indiscreet conduct in Court was suspended from pleading for a twelvemonth, was yesterday tried before Court of Assizes for a political letter published by him in April 1831, tending to excite hatred and contempt against the Government. He was found guilty by the Jury, and condemned to two years imprisonment. M. Allier in his defense made use of expressions so violent, that the Procureur-general called upon the Court to take his words down, and refer them to the examining magistrate, to decide whether they did or did not form grounds for a fresh prosecution, which was accordingly done.

POLAND.—The Warsaw Journals contain the following:—“Prince Paskewitsch has just published an ordonnance, regulating the aid to be provisionally granted to officers of the Polish army now deprived of the means of subsistence, as well as to the widows and orphans of those who have fallen. A commission has been established under the Presidency of the Russian General Daresky, which is to examine the applications. From such aid are excepted all those who were promoted to the rank of officers during the —————— all as those

who, by their conduct might prove unworthy of the favors of the emperor. The aid will be granted only for three years, at the expiration of which the persons who have received it must provide for themselves.

The relief is to be granted to the following two classes:—1. Officers and functionaries of the civil administration, who, after the commencement of the revolution, were admitted to active service, and who, after having taken part in the revolution, spontaneously retired, without going beyond the frontiers of the kingdom. 2. The officers of the corps of veterans, who were admitted into the service of the revolutionary government, if it appears that they subsequently retired from that body. The respective sums fixed for the relief of those two classes are as follows:—a colonel, 1,700 and 3,070 florins; a lieutenant colonel, 1,300 and 1,550 florins; a major, 1,100 and 1,340 florins; a captain, 1,000 and 2,240 florins; a lieutenant, 850 and 1,030 florins.

The Chamber of Commerce of Marseilles have received information by the Captain of Greek brig *Socrates* arrived from Syria, that the new island which was formed near to Sicily exists no more since the 20th December, when it sunk at the time of a violent earthquake: that having passed within gun shot of where it was, the Captain saw only a kind of rock covered with a shallow depth of water.

By the *Britannia*, from Liverpool, arrived since the above, we have our regular files to 16th from London, and 17th from Liverpool, both inclusive. These dates are not as late as those by the way of Paris, Bordeaux, and Philadelphia.

We give the latest commercial news and some items respecting Reform and the intended creation of Peers.

We hear that many of the anti-reforming Peers have expressed their determination to absent themselves from Parliament until the reform question has been settled; this is perhaps the wisest course they could adopt. Will the Bishops do the same? It matters not what course they take; they can do little if any harm, and it is only on their own account and that of the church that it is hoped they will not interfere in political concerns.—[Globe.]

As the time draws nigh for the creation of new Peers, we hear the names of some of those who are to be raised to the Upper House mentioned with increased confidence. Sir G. Warrener has refused the honor; but G. Byng, C. Dundas, Sir T. Baring, Colonel Tynte, and Mr. Coke (who is to be made an Earl,) are among those whose names will appear in the list. Several Irish and Scotch Peers are also to be made Peers of the United Kingdom.—[Observer.]

It is said that all the sons of the King are to be elevated to the dignity of the Peerage, previously to the introduction of the Reform Bill into the House of Lords. At no distant period the Earl of Munster is expected to be appointed Governor-General of India, for which his experience during his residence there, and his great talents and acquirements, eminently qualify him.—[Court Journal.]

The ship *Dover* has arrived at Boston with London dates to the 20th, bringing a rumor that Austria and Prussia had ratified the treaty of the Conference. This rumor is entitled to no credit, as *later* accounts by the *Hull*, from Paris, give rather a contrary impression.

MEXICO.—From *Vera Cruz* we have by the *Leonidas* a file of the *Censor* to the 28th of January, inclusive. The last paper contains this paragraph:—“Within a few days the Act of the garrison of this place will be seconded in many parts of the State of *Puebla*, and in the greater part of that of *Vera Cruz*, as from unquestionable data we are assured.” It also publishes a letter from Mexico of 23d January, importing that the government had received information from *Guadalajara*, that the Senator *Pacheco de Leal* had presented a strong memorial against Ministers, and insisting upon their removal “for their manifest attempts upon the federal system, and the notorious crimes of which public opinion accuses them, and which that Legislature specifies.” Ten thousand militia were ordered to be in readiness, which, united with those of *Zacatecas*, “will suffice,” says the letter, “to sustain the Confederation against any number of traitors.” The enthusiasm

asm in *Guadalajara* was great; and *Zacatecas*, *Guajuato* and *Tamaulipas*, were daily expected to co-operate with it.

It would seem indeed from the complexion of these papers, that the revolt of Santa Anna and his garrison will be seconded by many of the States, and probably result in the overthrow of Bustamante and the existing government at Mexico.

HOME AFFAIRS.

APPROPRIATION FOR FORTIFICATIONS.—We publish for the information of our readers, the annexed act of Congress, showing the appropriation this year for different fortifications along the sea-board.

In the act for the support of the Navy, also recently passed, there is an item for the repair and improvement of the Navy Yard at Brooklyn, of seventy-two thousand dollars.

AN ACT making appropriations for fortifications for the year one thousand eight hundred and thirty-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated for fortifications for the year one thousand eight hundred and thirty-two, viz.:

For the preservation of Castle Island, and repair of Fort Independence, twenty thousand dollars.

For the preservation of George's Island, nine thousand dollars.

For Fort Adams, Newport Harbor, one hundred thousand dollars.

For the completion of Fort Hamilton, New-York, ten thousand dollars.

For repairing Fort Columbus & Castle Williams, New-York, fifty thousand dollars.

For arrears incurred in the preservation of the Pea Patch Island, two thousand dollars.

For Fort Monroe, Virginia, seventy-two thousand dollars.

For Fort Calhoun, Virginia, eighty thousand dollars.

For the completion of Fort Macon, North Carolina, thirty thousand dollars.

For the completion of the Fort on Oak Island, North Carolina, seven thousand dollars.

For the Fort on Cockspur Island, Georgia, forty-six thousand dollars.

For fortifications at Charleston, thirty thousand dollars.

For fortifications at Pensacola, one hundred thousand dollars.

For Fort at Mobile Point, eighty-seven thousand two hundred dollars.

For contingencies of fortifications, ten thousand dollars.

Approved, Feb. 24, 1832.

APPOINTMENTS BY THE PRESIDENT.
By and with the advice and consent of the Senate.
George B. Porter, of Pennsylvania, to be Governor of the Michigan Territory, vice Lewis Cass, resigned.

Lucius Lyon, of Michigan Territory, to be Commissioner on the part of the United States, to ascertain, survey and mark the Northern line of the State of Illinois.

James Shannon, of Kentucky, to be Charge d'Affaires of the United States to the Republic of Central America, vice William N. Jeffers, resigned.

Alfred P. Edwards, of Connecticut, to be Consul of the United States for the Island of Manilla.

Hartwell Bowell, to be Register of the Land Office for the District of Lands subject to sale at Batesville, in the Territory of Arkansas, from the 6th day of April, 1832, when his present commission will expire.

George E. Dameron, at present Receiver of public Money for the District of Lands subject to sale at Augusta, in the State of Mississippi, to be Receiver of Public Money for the District of Lands subject to sale at Mount Salus in the State of Mississippi, vice Geo. B. Crutcher, dec'd.

The President of the United States, has recognized Conrad W. Faber, of this city, as Consul of His Royal Highness the Elector of Hesse and Grand Duke of Fulda.

TWENTY-SECOND CONGRESS—1st SESSION.

CONGRESS—Tuesday, Feb. 28.

In the Senate Mr. Hayne introduced a bill extending the right of Debenture to Key West. The resolution respecting the Tariff, submitted by Mr. Clay, was taken up, and Mr. Dallas resumed and concluded his speech in its support. Mr. Forsyth then took the floor, and, after speaking some time in opposition to the resolution, gave way to a motion for adjournment. He will resume his remarks on Wednesday.

In the House of Representatives, Mr. Wickliffe, from the Committee on the Public Lands, reported a bill for the final adjustment of the claims for land in the South Eastern Land District in the State of Louisiana. Mr. Doudridge, from the Committee on the District of Columbia, made a report on so much of the President's Message as related to the expedi-

ency of granting to the citizens of this District a Delegate in Congress, or a territorial government, concluding with a resolution adverse to the views of the President.

Mr. Root gave notice, that when the bill for rechartering the Bank of the United States should come up for consideration, he would offer the following additional sections, as amendments thereto, which were read and laid upon the table:

“And be it further enacted, That after the third day of March, 1836, there may be added to the said Bank, by the United States, one hundred and fifty thousand shares, amounting to fifteen millions of dollars, to be created for that purpose and bearing an interest of three per cent. per annum, payable quarter yearly, and made redeemable at the pleasure of the United States.

And be it further enacted, That it shall not be lawful for the President, Directors and Company of the said Bank to sell and transfer more than three millions of the said stock, so to be created, in any one year, nor to sell any part thereof, at any time, without previously giving notice of their intention to the Secretary of the Treasury, and giving the United States the refusal, for fifteen days, of purchasing the same at the current market price.

And be it further enacted, That of the twenty-five Directors for the management of the affairs of the said incorporation, eleven shall be appointed by the President of the United States, by and with the advice and consent of the Senate, not more than five of whom shall be resident in any one State.

And be it further enacted, That the notes or bills of the Mother Bank, or any other of its Branches, shall be receivable at the Mother Bank, or any of its Branches, in payment of debts due the said corporation.

The first bank incorporated under the Constitution of the United States gave a bonus of one million five hundred thousand dollars for its charter. It offered the like sum for the renewal of its charter in 1801. The present bank offered the United States the like bonus for its charter, and, upon the same principle, ought to pay that or a larger sum for its renewal or extension. But, as some of the states have claimed, and others may be desirous to possess the right of taxing the said bank or its branches within their respective jurisdictions, and, it being highly important that harmony between the General and State Governments should be cherished and perpetuated; therefore,

Be it further enacted, That in lieu of such bonus, the right of taxing the said bank, and its branches, in the same manner, and to the same proportional extent, as they do their own local banks, is conceded to the States, respectively, in which the same may be situated.”

The House resumed the consideration of the resolution proposed by Mr. Clayton, for the appointment of a Select Committee to examine into the affairs of the Bank of the United States. Messrs. Patton, Polk, and Cambreleng, addressed the house in favor of the resolution; and Messrs. Jenifer, Branch and Huntington, in opposition to it. Mr. Mitchell, of South Carolina, is entitled to the floor to-day.

Congress, Wednesday, Feb. 29.

In the Senate, Mr. Clay introduced a bill, giving a donation in land, to Augusta College in the State of Kentucky. The bill supplemental to the act granting the right of pre-emption to settlers on the public lands was passed. Mr. Clay's resolution, proposing certain modifications of the Tariff, and Mr. Hayne's amendment thereto, were taken up, and Mr. Forsyth concluded his remarks thereupon, after speaking about two hours. Mr. Forsyth moved a reference of the resolution and the amendment to the Committee on Finance, Manufactures, and Agriculture jointly. Mr. Robbins has the floor for this day.

In the House of Representatives, the bill to establish certain post roads, and to alter and discontinue others, was again considered in committee, and various amendments agreed to. Mr. Vance moved an amendment authorizing the President of the United States, by and with the advice and consent of the Senate, to appoint all Deputy Postmasters, whose compensation amounted to \$200 or upwards. This amendment was rejected—Yea 54, Nays 74. A bill to confirm certain claims to land in the Territory of Arkansas, was passed. Some time was spent in Committee of the Whole on the Union, in the consideration of the bill in addition to an act to provide for certain persons in the land and naval service, in the revolutionary war. The Committee were reported progress, and asked leave to sit again.

IN SENATE.—Thursday.

Apportionment Bill.

On motion of Mr. Webster, the Senate proceeded to the consideration of the bill from the House to

apportion the Representatives among the several States, according to the fifth census.

Mr. Webster offered the following amendment to the bill:

Strike out all after the enacting clause, and insert:

“That, from and after the third day of March, one thousand eight hundred and thirty-three, the House of Representatives shall be composed of members, elected agreeably to the following ratio: that is to say, one representative for every forty-seven thousand persons in each State, computed according to the rule prescribed by the Constitution of the United States, and one additional member for each State whose fractional numbers, remaining after dividing its whole numbers by forty-seven thousand as aforesaid, shall exceed twenty-five thousand persons, the said number of representatives in any State not exceeding one for every 39,000 persons; that is to say, within the State of Maine, eight; within the State of New Hampshire, six; within the State of Massachusetts, thirteen; within the State of Rhode Island, two; within the State of Connecticut, six; within the State of Vermont, six; within the State of New York, forty-one; within the State of New Jersey, seven; within the State of Pennsylvania, twenty-nine; within the State of Delaware, two; within the State of Maryland, nine; within the State of Virginia, twenty-two; within the State of North Carolina, fourteen; within the State of South Carolina, ten; within the State of Georgia, nine; within the State of Kentucky, thirteen; within the State of Ohio, twenty; within the State of Indiana, seven; within the State of Louisiana, four; within the State of Missouri, three; within the State of Alabama, six; within the State of Mississippi, three; and within the State of Illinois, two.”

Mr. Webster after giving his views of the subject somewhat in detail, and making some observations touching the unequal operation and the unconstitutional character of the bill, moved that it lie on the table. At the same time he gave notice that he should call it up on Monday next, even at the risk of breaking in upon another important debate. Several State Legislatures, now in session, were waiting for the bill.

The bill was laid on the table.

On motion of Mr. Tazewell, with the assent of the Senator entitled to the floor, the special order was passed over, and the bill to liquidate the claims of the State of Virginia, for Revolutionary services, was taken up, and, after some explanation by Mr. Tazewell, it was ordered to be read a third time.

The bill to adjust the Claims of the State of South Carolina for advances made during the late war, was considered, and ordered to a third reading.

HOUSE OF REPRESENTATIVES.

Mr. McDurff, from the committee of Ways and Means, reported a bill to exempt merchandise, imported under certain circumstances, from the operation of the act of 19th May, 1828, entitled “An act in alteration of the several acts imposing duties on imports,” which was read twice and committed.

The following Message was received from the President of the United States.

WASHINGTON, March 1, 1832.

To the House of Representatives:

I submit to the consideration of Congress the accompanying report from the Secretary of State, showing the propriety of making some change by law, in the duty on the red wine imported into the United States from Austria.

ANDREW JACKSON.

Which Message and Document were on motion of Mr. Cambreleng referred to the committee on Commerce.

United States Bank.

The following resolution presented by Mr. Clayton was again taken up.

Resolved, That a Select Committee be appointed to examine into the affairs of the Bank of the United States, with power to send for persons and papers, and to report the result of their inquiries to this House.

Mr. MITCHELL, of South Carolina, went into a full discussion of the merits of the inquiry, and refutation of the arguments that had been urged against it. He contended from the acts of the Stockholders, that no immediate necessity for acting on the bill, was, by them, thought to exist, as to prevent this inquiry for want of time.

The Bank should not be the only judge of its own case. The veil of mystery which had enveloped its transactions should be drawn aside, and its affairs exposed to the House when they asked an extension of their monopoly for 20 years longer.

Mr. WATSON said, that having moved the vote to be taken on the consideration of the resolution, he was the only person to whom the charge of another inquiry could in any degree apply.

To show that he had no wish to another inquiry but to facilitate it—so it might be made promptly and with effect, he submitted an amendment of which the object was to authorize the Committee of Ways and

Means instead of a Select Committee, to make the inquiry proposed by the gentleman from Georgia.

Mr. M'CORMICK, of South Carolina, said, the Directors should be brought to answer on oath. He moved to insert the following:—

"And to inquire of the Directors, if they have, in any manner or form acted dishonestly, unjustly, or contrary to law."

Mr. CAMBRELENG said, he considered the amendment offered by the gentleman from Pennsylvania, (Mr. Watmough,) as an evasion of all proper and just enquiry—a mere pretext to get rid of the necessity for investigation. After the course taken by a majority of the Committee of Ways and Means—after the Chairman, of that Committee has stated his belief that the charges are destitute of foundation, shall they be sent to that Committee for scrutiny? If was unprecedented in Parliament inquiry, that those opposed to investigation should have the management of it. If any inquiry be made, it was due to the Bank and its officers, as well as to the country, that it be thorough, and be made by those whose feelings will make it so.

Mr. FOSTER said the argument against a full investigation of the affairs of the Bank that it would take up time, never came with less grace than from the gentleman by whom it has been urged. Now when a bill has been reported to perpetuate its monopoly for twenty years longer, it was first said by the gentleman from South Carolina, (Mr. McDuffie,) you have come a month too late—but the gentleman from Pennsylvania (Mr. Watmough) now says, in effect, we can trust none but the plodged friends of the Bank with this inquiry—the investigation of its enemies will destroy it. Sir if this course is pursued with an institution of such magnitude, wielding such immense influence, and controlling the property of such a vast number of people, is it not time for alarm? Is this corporation so sacred that we are not to be permitted to look into its concerns—but bound to recharter it on faith? There was one subject of inquiry which he would wish in a more definite form than was contained in the amendment. It might explain the course of certain leading newspapers. He wished to add an inquiry into the names of the Editors and printers of newspapers who have been accommodated by the Bank, or its branches, with loans above the sum of 5,000 dollars.

Mr. McDUFFIE said he had changed no opinion he had before expressed—on the other hand, his impressions had been confirmed. The charges against the Bank had vanished into thin air. Though he believed there was not a shadow of foundation for the inquiry, he had come to the conclusion that the only effectual mode of putting an end to the false claim on the subject was to permit the inquiry to go forward in any form that those opposed to the Bank may wish. He hoped the gentleman from Pennsylvania [Mr. Watmough] would withdraw his amendment.

Mr. WATMOUGH withdrew his amendment.

Mr. CLAYTON expressed his intention to address the House in support of his motion, but, in consequence of the lateness of the hour, moved the House adjourned.

Which was carried.

Friday, March 2.

In the Senate, the bill to liquidate the revolutionary claims of the State of Virginia was passed. The consideration of Mr. Clay's resolution, was resumed, and Mr. Robbins spoke two hours in its support. Mr. Moore has the floor for Monday. The Senate, after spending some time in Executive business, adjourned over to Monday.

In the House of Representatives, after the reports from the Standing Committees, Mr. Clayton's resolution directing the appointment of a Select Committee to examine into the affairs of the Bank of the United States, was taken up. Mr. Clayton addressed the House in support of his resolution, until the expiration of the hour allotted to morning business. Mr. Root submitted a resolution, recommending to the several States an amendment to the Constitution of the United States, in substance that the citizens of each State shall vote directly for the President and Vice President, and that the person obtaining the largest number of votes in a state, shall be entitled to a vote corresponding with the number of all the members of Congress to which said state may be entitled; if there shall be a tie when the votes of the United States are canvassed by the Supreme Court, then the President to be chosen from those having an equal number of votes by joint ballot of both Houses of Congress, and upon a like contingency, the Senate to select the Vice President; also, that the President shall be ineligible after serving one term. The bill for the benefit of Mrs.

Decatur was further discussed in committee, by Messrs. Davis of Massachusetts and Carson. The Committee rose, reported progress and the House adjourned.

Saturday, March 3.

The Senate did not sit to day.

In the House of Representatives, Mr. Clayton's resolution, in relation to the Bank of the United States, was postponed until Monday. After the presentation and adoption of various resolutions the House resolved itself into committee on the claim of Mrs. Decatur. An animated discussion ensued, when, at a late hour, the committee rose, asked leave to sit again and the House adjourned.

Monday, March 5.

In the Senate, the Apportionment Bill was taken up, with Mr. Webster's amendment, and it was discussed till the Senate adjourned.

In the House of Representatives, Mr. Adams presented a memorial of certain citizens of the city of New York, in favor of the Cherokee Indians and the missionaries recently imprisoned for disobedience of the laws of the State of Georgia, which he moved to refer to a Select Committee. A debate, which occupied the whole day, ensued, in which Messrs. Adams, Bell, Wayne, Clayton, Pendleton, Thompson of Georgia, Beardley, Ellsworth, Foster, Dickson, Drayton, Davis of Mass., Cambreleng, Doddridge, Clay, Burges, Stewart and Wardwell participated. Mr. Thompson of Georgia, moved to lay the memorial on the table, which was rejected—yeas 91, nays 92. The question "will the House commit the petition" was subsequently agreed to—yeas 96, nays 93. It was finally committed to the same committee of the whole on the Union, to which various petitions of a similar character were heretofore committed.

LEGISLATURE OF NEW-YORK.

Tuesday—In SENATE.

Remonstrance presented of Edmund C. Genet, on the claim of John Jacob Astor, relative to lands in Putnam co.

The Finance committee reported a bill authorizing an annual tax, for three years, of one mill upon the dollar upon all real and personal estate, for the use of the State.

Mr. Edmonds, on leave, brought in a bill to repeal so much of the revised statutes as relate to the disqualification of judges by reason of consanguinity or affinity.

The bill to construct the Chenango canal, and the bill to incorporate the Steuben co. Bank, were read a third time and passed. Adjourned.

In ASSEMBLY.

Reported—By Mr. Moulton—to repeal that part of the revised laws which provides for the compensation of chaplains to the Legislature.

By Mr. Bishop—to incorporate the Kinderhook Bank; the East River Bank in the 7th ward of New York; the Greenwich Savings Bank, N. Y.; to incorporate the Schoharie Mutual Insurance co.; concerning the Brooklyn Savings Bank.

By Mr. Kemble—to establish the N. Y. State Lunatic Asylum.

By Mr. Ostrander—to authorize the Common Council of New York, to procure a supply of pure and wholesome water.

By Mr. Milledoler—relative to the practice of physic and surgery.

Mr. Bishop reported against applications for the Washington Bank, N. Y., and Centre Bank, N. Y. Agreed to.

The following communication was received from Ogden Edwards, judge of the first circuit:

"The whole amount of fees received by me, during 1830 and 1831, did not exceed in each year \$350. My fees as vice chancellor, in 1830, were about \$1000, and from Jan. 1 to May 1, 1831, were \$350; which time I ceased to act as vice chancellor."

Mr. Spencer called up his resolution, before offered, to appoint the annual "committee of nine." A little debate was had, and the resolution was lost.

The bill to incorporate the New York and Albany Rail road Co. was passed—aye 104, nays 4.

The Westchester co. Bank bill, was read the third time, and on the question of its final passage, it was lost—aye 77, nays 31. [A vote of 86, being two-thirds of the members elected to the house, is necessary to pass a bill creating an incorporation.]

The Herkimer co. Bank bill, at Little Falls, was also lost, on its third reading—aye 58, nays 45.

The committee of the whole again took up the bill relative to imprisonment for debt.

Mr. Maxwell withdrew his amendment offered yesterday, to repeal the law of last year, to abolish imprisonment.

Mr. Stillwell spoke at length in defence of the

law of last year. After he sat down, the committee rose, and the House adjourned.

In SENATE—Wednesday.

Reports: In favor of the bill authorizing the Hudson and Mohawk Rail-road company to construct a branch road.

A bill to reduce the capital stock of the Phoenix Insurance Company of the city of New York.

Also a bill to amend an act relative to the Orphan Asylum Society in the city of New York.

The committee of the whole again entered upon the consideration of the bill to construct the Chenango Canal.

Mr. Foster proceeded to address the committee in favor of the bill.

In ASSEMBLY.

The following gentlemen were appointed on the usual Committee of Nine:—Spencer, Remer, Arnold, Winfield, Kemble, Morgan, Moulton, Kirby, Gates.

The committee of the whole renewed the consideration of the bill offered by Mr. Van Duzer, amending the law abolishing imprisonment for Debt.

Mr. Hammond addressed the committee over an hour in favor of the amendment and against the law of the last session.

Mr. Howell followed on the same side.

Mr. Stillwell replied to both of these gentlemen, in vindication of the law of the last session.

Mr. McKeon spoke briefly, but eloquently in favor of the law abolishing imprisonment for debt. Adj.

Thursday, March 1.—In SENATE.

Mr. Allen reported a bill to incorporate the American Manufacturers Mutual Assurance Company.

Also, in favor of the petition of the superintendents of poor in the county of Richmond; for the payment to them of certain moneys, by the board of health, of the quarantine establishment, and a bill to accomplish that object.

Also a bill to impose a tax on dogs in the county of Richmond.

A message was received from the Governor transmitting the annual report of the Regents of the University, which was ordered printed and referred to the committee on literature.

A report was received from the Canal Commissioners in answer to a resolution of the Senate calling on them for their opinion whether they judged it most expedient that the state should construct a canal from Oneida Lake to the Erie canal, or that a company should be incorporated for the attainment of that object. The report recommended the incorporation of a private company.

A report was received from the Secretary of State in answer to a resolution of the Senate for a statement of the population of the several congressional districts according to the census of 1825 and 1830.

The committee of the whole again entered upon the consideration of the bill to construct the Chenango canal.

Mr. Foster continued the remarks which he commenced yesterday in favor of the bill.

In ASSEMBLY.

Reports of Committees.—By Mr. Arnold, a bill to incorporate the Mercantile Bank, at Buffalo.

By Mr. Downing, a bill to renew the charter of the New York Typographical Society.

By Mr. Ostrander, a bill to incorporate the city of Buffalo.

By Mr. McKeon, a bill to incorporate the New York Marble Cemetery.

Mr. Van Schaick, from a select committee, made an interesting Report upon the culture and manufacture of silk, and introduced a bill to encourage the propagation of the Mulberry Tree, and the culture of Silk.

On motion of Mr. Granger, double the usual number of copies of this Report were ordered to be printed.

The Governor transmitted sundry documents upon various subjects from the Legislatures of other States, which were read and ordered printed.

The committee of the whole resumed the consideration of the bill offered by Mr. Van Duzer, amending the law Abolishing Imprisonment for Debt.

After debate the question was taken on the first section of the bill, and lost, ayes 45, nays 60.

The whole bill was then rejected.

The question on agreeing with the committee of the whole, in rejecting the bill, was decided by ayes, 66, nays 42.

In SENATE—Friday, March 2.

The committee again entered upon the consideration of the bill to construct the Chenango canal.

Mr. Edmonds proceeded to address the committee in opposition to the bill.

In ASSEMBLY.

Mr. Bishop, reported a bill to incorporate the New York Atlas Insurance Company.

Mr. Ostrander reported a bill to incorporate the city of Rochester.

Mr. Van Duzer offered a resolution for the appointment of a committee to investigate the concerns of the State Prisons, and report to the next Legislature, which lies on the table.

Mr. Van Schaick offered a resolution for such an amendment of the constitution as to allow the duties from auctions, and the interest upon canal revenues to be used for the support of the government, which lies one day on the table.

The committee of the whole renewed the consideration of the bill relating to the literature Fund in the 1st Senate District.

Mr. McKeon opposed the bill, and urged that the Asylum for deaf and dumb, should continue to receive a share of the Literature Fund in the 1st district.

Mr. King made an able, and in our judgment, a conclusive argument in favor of the bill.

Messrs. Van Schaick and Hammond opposed the bill.

Messrs. Maxwell, Otis and Granger supported it; the latter gentleman warmly. In the course of his remarks, Mr. G. read from an able Literature Report made to the Senate by the Honorable J. C. Spencer.

Mr. McKeon's motion to strike out the first section of the bill was lost by a strong vote, the bill passed by a similar vote.

Adjourned.

Saturday March 3.—IN. SENATE.

RRoors.—The committee again entered upon the consideration of the bill to construct the Chenango canal.

Mr. Maynard offered an amendment to the first section, the purport of which was, that the commissioners should not proceed to construct this canal unless an indemnity of the state could be obtained from individuals through whose lands the canal is to pass, that no claims should be made by them for damages; and the commissioners should not proceed to the construction of the work unless contracts should be effected with responsible persons to complete the whole work for \$1,000,000; and, also, that the commissioners should permit such individuals as were willing to construct at their own expense such portions of the canal as shall run through their own lands or otherwise to do so. The amendment was adopted.

Mr. Edmonds then continued his argument against the measure.

When Mr. E. had concluded his observations, Mr. Foster made some remarks to vindicate himself from charges made by Mr. E. that he (Mr. F.) had traduced the canal commissioners. He had not done so; but he would now give the gentleman legislative authority which he could not question, respecting the candor and honesty of the canal commissioners. Mr. F. then read from the celebrated report of the canal committee of the last Assembly, of which Mr. Edmonds was the chairman. He would simply state the facts and leave the committee to judge of the harmony between the facts stated in the report and the conclusions finally arrived at in the same report.

It will be remembered that it appeared from that report that Mr. Seymour, one of the canal commissioners, had been personally interested in hydraulic works connected with the canal, in violation of express provisions of the law under which he held his office, and yet the committee did not believe that he had intended to violate the statute, because he had sold his interest before the report was made, nor did the committee believe that he had forfeited his office.

Mr. Foster's remarks were warm and animated, he handled Mr. E.'s report of last year, to the Assembly, without mittens; also the report of that committee in relation to letting the water through the locks at Lockport.

Mr. Edmonds explained, and the committee rose and reported, and the Senate adjourned till Monday morning at 11 o'clock.

IN. ASSEMBLY.

REPORTS OF COMMITTEES.—The committee of the whole had the bill appropriating \$30,000 for the support of the Mount Pleasant State Prison.

Mr. Andrews called for information why so large an amount was necessary.

Mr. Van Duzer replied. Among other reasons he remarked that the marble business of the prison had not met the expectations of the inspectors.

Mr. Andrews remarked that when a similar appropriation was asked for last year, it was said that it would not again be required. It was then stated the prison would, during the last year, be in the receipt of large amounts upon contracts for marble. He saw no account of these receipts.

Mr. Van Duzer read a letter from the agent of the prison, stating that he was without a dollar to defray its expenses.

Messrs. Otis and Myers supported the bill.

Mr. Granger said it was not his habit, by any captious objections, to resist any fair appropriations for the support of government. But in reference to this appropriation, he was constrained to demand information. Year after year heavy appropriations have been voted to this prison upon the assurance that no more would be wanted. Mr. G. spoke some time, with a good deal of animation, against the bill.

The debate continued, with spirit, till the hour of adjournment, when the bill was adopted.

We have lately received a copy of the Adjutant and Commissary General's reports, transmitted by the Governor to the Legislature. These reports contain a statement of the number and strength of Militia, as well as of the Arms and Ordnance in the various State Arsenals, being the property of the State, for the year 1831. We have abridged from them the following interesting particulars. Adjutant General John A. Dix, states the effective force of the Militia as follows:

Horse Artillery,	1,626
Cavalry,	6,829
Artillery,	14,216
Infantry, including Light Infantry, and Riflemen,	166,363

Total, 189,084 men. Commissary General Alexander M. Muir enumerates the following to be the Ordnance and Munitions of War, belonging to the State on the 2d January 1832.

OF IRON.		
25 cannon, :	32 pounders,	mounted,
2 do :	24 do	do
4 do :	18 do	do
4 do :	12 do	do
10 do :	9 do	do
54 do :	6 do	do
4 do :	6 do	issued not mounted.
1 do :	32 do	dismounted.
55 do :	24 do	do
2 do :	9 do	do

161 pieces of iron.		
OF BRASS.		
2 cannon, :	18 pounders,	mounted.
6 do :	12 do	do
7 do :	9 do	do
7 do :	9 do	do
96 do :	6 do	do
5 do :	4 do	do
50 do :	3 do	do
2 do :	2 do	do
1 do :	2 do	not mounted.
6 do :	6 do	do
2 brass 10 inch mortars.		
1 do	8 1/2 do	
1 do	5 1/2 eprouvette.	

179 pieces of brass.—161 iron.—Total 340.

ARMS, AMMUNITION, &c.

Small Arms.		
Muskets,	:	48,543
Common Rifles,	:	1,889
Repeating do	:	521
Pairs of Pistols,	:	218
Cutlasses and Swords,	:	629
Sets of Accoutrements,	:	20,000

AMMUNITION.

Boxes, each of 1000 rounds fixed ammunition, 418

Quarter casks of powder, 21

General Muir adds that there are ten arsenals and two Magazines in the State, exclusive of the extensive fortifications on Staten Island.—[Mercantile Advertiser.]

To the Editor of the New-York American.—

As the deeds and sentiments of our immortal Washington are now adverted to with so intense an interest, I trust you will willingly give the accompanying letter an insertion in your paper. I have accidentally found it preserved amongst my scraps; and as it contains sentiments which fill the mind at once with admiration for the man, and show with what just and holy feelings he was actuated, I shall be glad to see it again brought before the eyes of his countrymen, and the world. Yours, &c.,

3d mo. 2, 1832.

A SUBSCRIBER.

[From the New-York Daily Advertiser.]

COPY.
To Colonel Benedict Arnold, Commander of the Detachment of the Continental Army destined against Quebec:

Sir.—You are intrusted with a Command of the

utmost consequence to the Interest and Liberties of America.—Upon your conduct and courage and that of the Officers and Soldiers detached on this Expedition, not only the Success of the present Enterprise, but your own Honor, but the safety and Welfare of the whole Continent may depend. I charge you therefore and the Officers and Soldiers under your Command, as you value your own Safety and Honor, and the Favor and Esteem of your Country that you consider yourselves as marching not through an Enemies' Country, but that of your Friends and Brethren, for such the Inhabitants of Canada and the Indian Nations have approved themselves in this unhappy Contest between Great Britain and America; that you check by every Motive of Duty, and Fear of punishment, every attempt to plunder or insult any of the Inhabitants of Canada. Should any American Soldier be so base and infamous as to injure any Canadian or Indian in his person or property, I do most earnestly enjoin you to bring him to such severe and exemplary Punishment as the Gravity of the crime may require.—Should it extend to Death itself, it will not be disproportionate to its Guilt at such a Time and in such a Cause. But I hope and trust that the brave men who have voluntarily engaged in this Expedition will be governed by different Views—that Order, Discipline and Regularity of Behaviour will be as conspicuous as their Courage and Valour. I also give it in Charge to you to avoid all Disrespect or Contempt of the Religion of the Country and its Ceremonies—Prudence, Policy and true Christian Spirit will lead us to look with Compassion upon their Errors without insulting them.—While we are contending for our Liberty, we should be very cautious of violating the Rights of Conscience in others; ever considering that God alone is the Judge of the hearts of Men, and to Him only in this case they are answerable.

Upon the whole, Sir, I beg you to inculcate upon the Officers, the necessity of preserving the Strictest order during their March through Canada, to represent to them the Shame, Disgrace and Ruin to themselves and Country if they should by their Conduct turn the Hearts of our Brethren in Canada, against us; and on the other Hand the Honor and Rewards which await them, if by their Prudence and good Behaviour they conciliate the Affections of the Canadians and Indians to the great Interests of America, and convert those favourable dispositions they have shown into a lasting Union and Affection.

Thus wishing you and all Officers and Soldiers under your Command all Honour, Safety and Success, I remain, Sir, you most, Obedient, Humble, Servant.

G. WASHINGTON.

Cambridge Head Quarters.

September 14. 1775.

A schoolmaster in Cornwall, advertising his establishment, says:—"Every boarder must be supplied with a bible and prayer book, a knife and fork, three towels and a silver dessert spoon; all of which, except the books, become the perquisites of the proprietor on the pupil's quitting school." The conscientious pedagogue thinks that the Bible and Prayer-book may be well for the pupil—he prefers, however, the steel and the silver.—[Atlas.]

In the counties of Kilkenny and Kildare, the long suffering peasantry have struck out another legal and peaceable mode of baffling the tithe proctor. A cow's tithe, worth perhaps £5, is seized for 5s. tithes.—The sale commences according to rule—three bidders to make an auction, and the King's duty to be paid by the purchaser." A soldier or police-man bids £1. (for the person); Paddy, the owner, bids £1 for himself, and after that waits contentedly for the person, proctor, or police-man, to clinch the sale by a third bidding; confident that if his cow be sold, he will get a good price for it, and that the person will have to pay his own tithe, and the King's duty into the bargain.—[Dublin Journal.]

CINCINNATI, FEB. 25.—The Flood in the Ohio has been very slowly subsiding since our last. The water is not yet within its banks. Our citizens are gradually returning to their business and their houses in that portion of the city which was inundated.

SAVANNAH, Feb. 27.—By advertisements in this morning's Georgian it will be perceived that the governor has taken the preparatory steps towards the survey and disposition of the Cherokee lands, required by the late act, by ordering the surveyors to meet at Milledgeville on the 2d of April, and the Justices of the Inferior Court to select persons to receive the names of individuals entitled to draw.

We are extremely gratified to learn that since the reception of the Savannah memorial at Washington, orders have been received from the War Department to prepare immediately quarters within the city for the troops at Cantonment Oglethorpe, during the ensuing summer.—[Georgian.]

CHOLERA.—We annex a letter from Dr. G. S. Bedford, explaining what struck us as a discrepancy between his conclusions and those of Dr. Boisseau, whose treatise he translated:

MONDAY MORNING, MARCH 5th.

To the Editor of the N. Y. American:

In your notice of my translation of Boisseau's Treatise on Cholera Morbus, you quote me as follows:—"On no grounds, save those of arrogance and presumption, can we reasonably expect to escape this disease." You then remark—"It is very possibly so; yet the treatise he publishes arrives most unhesitatingly at the conclusion that the Cholera is not contagious, and only admits by possibility its transmission by vessels and merchandise." To one not versed in medicine, it would seem that I have been guilty of inconsistency; but that you and your readers may have a more perfect understanding of this matter, I shall illustrate my position in the following manner: In the first place, I contend that there is no direct proof of the contagiousness of cholera; and yet this disease has travelled in a regular and successive manner from east to west. From India it reached Russia, Poland, Prussia, &c.; and it is now raging in England.

The Influenza, which is prevailing in this country at the present moment, appeared at Canton and Manilla in November, 1830; it preceded the cholera in Russia, Poland and Prussia; prevailed in France in May and June last; in England during the heat of July and August; and it reached this country in November. The course of the epidemic influenza has been from east to west.

Here is an example of a disease, which no one in this day dreams of calling contagious, commencing in the East, touching at the intermediate places, and ultimately prevailing in this country. Therefore, although I do not believe that the Cholera is a contagious disease, I am still impressed with the idea that it will shortly visit us. It may not be useless to add, that in China, Manilla, and Europe, the Cholera was preceded by the influenza; and, therefore, it is not irrational to suppose that this disease, which is not yet extinct in North America, is but the precursor of Cholera Morbus.

We have yet to learn in what way this frightful epidemic is propagated; but in lieu of positive knowledge, we may be permitted to conclude, that it is through the medium of the atmosphere.

So far from admitting the possibility of our escaping the cholera, because it has been clearly demonstrated to be non-contagious, I am free to confess that, in my humble opinion, the danger of contracting it is far greater than if it were propagated by means of contagion only; for in the latter case, we might, by quarantine regulations, &c., prevent its introduction into our country. This position is sustained by the following fact: that at the recommendation of Roust, surgeon general of the Prussian forces, and president of the Board of Health, the strictest quarantining laws were enforced in the different Prussian ports, and other measures of a similar nature were adopted; for the completion of which seven million dollars were expended, without, however, preventing the invasion of the cholera morbus.

Very respectfully your obedient servant,

G. S. BEDFORD.

We add, as opposite to the subject, and, moreover, in harmony with the conclusions of Dr. Boisseau and his translator, the following extract of a letter from Dr. Mifflin, of Philadelphia, to the Mayor of this city, (published in the Daily Advertiser of this morning,) giving the results of his own recent observation of the disease, as manifested at Cronstadt. Dr. Mifflin went out as Surgeon of the corvette Kensington:

That the disease has an epidemic character, there can be little doubt. That it is contagious, I saw no evidence; on the contrary, numerous proofs and exposures reject such a conclusion. In the absence then of more conclusive evidence, than has yet fallen under my observation, I should say—

1st. That its occurrence depends on a peculiar state of the atmosphere, as yet not clearly defined.

2d. That the disease is not contagious.

3d. That its ravages are greatest, when intemperance, and the causes above stated, prevail.

4th. That although it has not exempted any class or condition from attack, yet its fatal results have

been and can be avoided by prompt medical aid, provided the constitution of the patient has not been undermined by excesses, &c.

5th. Regarding remedies, none which are "specific" have as yet been attained.

In conclusion, I think I hazard little in predicting that should it please an all-wise Providence to send this epidemic to our shores, the general improved habits of our people, their comparative intelligence, and the facility of commanding prompt medical aid will so far arrest its fatality, as to leave it among the ordinary diseases to which we are more or less exposed.

IMPORTANT DECISION.—By private letters this morning from Washington, the all important intelligence is received that on Saturday the venerable Chief Justice delivered the judgment of the Supreme Court on the appeal of the Missionaries imprisoned by Georgia, in favor of the appellants and against the constitutionality of the law of Georgia.

The decision of the Court was unanimous, except as to Judge Baldwin, who only dissented, it is understood, on a point of form,—that the record from the Court below was not duly certified. The Court consists of—

Chief Justice Marshall,	Virginia,
Justices.....Story,	Massachusetts.
Duvall,	Maryland.
Thompson,	New York.
McLean,	Ohio.
Baldwin,	Pennsylvania.

Mr. Justice Johnson, of South Carolina, is absent by reason of indisposition.

SUMMARY.

SHIPWRECKS.—We learn with regret that a letter from John Storr, Esq. commercial agent for the Insurance Companies of this city, dated Nassau, 20th February, states the following Marine losses:

Packet ship *De Witt Clinton*, New York to New Orleans, the crew and seven bales silks saved. Vessel and the rest of the cargo lost.

Schooner *North America*, Douglass, stranded on St. Salvador Bahamas. Cargo entirely plundered by the inhabitants. The Governor of the Islands has sent a vessel of war from Nassau to recover the property, and to identify and punish the thieves.

We have been favored with the following extract of a letter from Captain Henry Packard, of ship *De Witt Clinton*, to C. & J. Barstow.

"I presume you have had my letters of 7th February, informing you of the loss of the ship *De Witt Clinton*. She was wrecked on the morning of 30th January, on the extreme eastern part of Abaco. She filled immediately; and we saved only five thousand dollars of the cargo, which drifted ashore."

To this list we have to add from the Journal of Commerce of this morning, an account of the loss of brig *Manchester* of this port, and from the Boston Daily Advertiser, a sad list of *missing vessels*:

The brig *Manchester* is ashore on Hempstead Beach, a few hundred yards west of the harbor, where she now lies, bilged and nearly full of water. She was from Jamaica, with a full cargo of coffee.—Both the brig and cargo are expected to be lost.—They are insured, though perhaps not to the full amount. Captain Whittemore came up to the city on Saturday by land, and after communicating the facts to the owners and underwriters, returned, accompanied by two inspectors from the Insurance Offices. The night when the accident happened, was clear over-head, but near the water the atmosphere was thick and hazy.

Missing Vessels.—Among other vessels missing are brigs *Ursula*, *Invincible*, and *James*, all of Boston, and *Philipine Rose*, Capt. Castel; the latter a French brig. The *Ursula* sailed from Smyrna, Sept. 24, for Boston, and the *Philipine Rose*, Sept. 27, with another French brig, the *Olympic*, both for N. York. The *O.* was abandoned at sea, and the crew have arrived at St. Thomas. The *James* and *Invincible* sailed from Malaga for Boston, the latter Oct. 12, the former 18th, and have not since been heard from. They all probably passed Gibraltar within 14 days of each other.

In the *Ursula*, were Geo. Powell, of Boston, master; Geo. Temple, of Reading, mate; John Currie,

of Alexandria; John Stubbs, of Bucksport, Me.; and Isaac Collins, of Boston, seamen; Edw. Albert, of Philadelphia, cook; and S. S. Sylvester, of Townsend, boy.

In the *James*, (formerly a Halifax packet,) were Elisha Wales, of Boston, master; James N. Seaver, of d. mate; T. B. Smith, of N. J., Thomas Vincent, of N. Y., Geo. Parsons, of Gloucester, and Oliver Allen, of New Bedford, seamen; John Farrell, of Ireland, cook.

The *Invincible* left Alexandria for the Mediterranean, and had on board Capt. —— Pratt, of ——; Mr. McKenzie, mate; Bryan Jenny, and three other young men of respectable families in Alexandria; seamen.

There is little doubt that these vessels were within a few days sail of this coast when the frequent and violent N. W. gales commenced in November. The *Cherub*, which sailed from Smyrna, October 7, about a fortnight after the others, arrived November 26, having for fourteen days experienced a succession of N. W. gales, and at one time had the water over her deck so much that the long boat amidships floated, and it was necessary to nail canvass over the companion way, &c. to prevent the water rushing below.

It is the brig *Samaria*, of Portland, with a cargo of molasses, which is ashore at Rockaway.

[From the *National Gazette*.]

We have a number of new American pamphlets before us, possessing more or less interest. To us, the most acceptable is the one of seventy two handsome pages, consisting of *Two Lectures on Political Economy*, which were delivered at Clinton Hall, New-York, on the 23d and 30th December 1831, by William Beach Lawrence, Esq. before the Mercantile Library Association of that city. They are suitably dedicated to Albert Gallatin, as a testimony of the profound respect and affectionate regard of the intelligent and well informed author. The first lecture is a clear and instructive sketch of the History of Political Economy; the second, a good account of the Ricardian Theory. The Association to whom they were addressed had abundant reason to be satisfied with both compositions, and should endeavor to draw more information and opinions, in the same form, from the same source. We shall hail with particular pleasure, the appearance of more disquisitions of the kind.

Tax on Emigrants in Lower Canada.—On the 14th ult. the Governor of Lower Canada, in pursuance of instructions from England, sent to the Legislature a message, recommending the House of Assembly the expediency of imposing a tax, payable by the Masters of vessels bringing Emigrants into that Colony from the United Kingdom, for the purpose of creating a fund for the medical care of sick emigrants, and for the purpose of enabling indigent persons of that description to proceed to the places of their destination.

In consequence of this message a bill has passed the House of Assembly imposing a tax of one dollar on each emigrant landing after the 15th of April next, and unanimously passed through two readings, and a Committee of the whole House in the Council, and will therefore become a law.—[Daily Advertiser.]

It is understood that the United States Bank in this city discounted on Saturday, notes to the amount of half a million of dollars. The liberal course the branch has taken in this city has enabled other banks to discount to a considerable extent. The pressure on the money market, which was felt in the early part of the week, has been to a considerable extent relieved, and this by the liberal management of the Branch here, which is spoken of in the highest terms of commendation, by the merchants generally.

We understand that the ice in the North River opposite to Newburgh, has broken up, but below in the Highlands the ice was firm; steamboats only proceed as far as Caldwell, opposite to Peekskill.—[Daily Ady.]

CANADA.—The Governor of Lower Canada, Lord Aylmer, prorogued the Provincial Parliament on the 25th ult. He expresses much dissatisfaction, because the supply bill has been refused.

ACCIDENT.—We regret to learn that on Monday last Capt. Curtis Holmes, in crossing Broome street at Broadway, was knocked down by a baker's cart, and severely injured. The driver of the cart, though seeing Capt. H. struck to the ground, did not check his horse an instant, but went on at the same reck-

less rate. We hope Capt. H. may ascertain his name, and have him punished as he deserves to be.

We are requested to state, that the Grand Jury of the Circuit Court of the United States, on Tuesday, ignored the bill against Silas Soule, mate of the rig *Triton*; and we agree with a correspondent in looking upon this as "an instructive commentary on the practice of inserting in the newspapers positive statements in regard to the guilt of an individual. In this case, Soule was charged by some worthless sailors with murder. Their account even was grossly exaggerated in the public journals; one of which went so far as to state the points which the Petit Jury would be called on to decide. We understand that Mr. Soule is a respectable, industrious man; and it is to be regretted that no reparation can probably be made for the injury he has sustained by the circulation of false and unjustifiable charges.

The SUBSCRIPTION BILL, as it is called, about which so much interest has been excited in New-Jersey, was called up in the Assembly of that State on Tuesday last, and its consideration indefinitely postponed by a vote of 30 to 18.

Mr. Stone, the editor of the Commercial Advertiser, announces as forthcoming, in all this month, a work from his own pen, on the subject of Masonry and Anti-Masonry, in a series of letters, addressed, by permission, to John Q. Adams.

From Mr. Stone's position in regard to both parties, and his capacity as a writer, it is reasonable to anticipate a volume that will prove both interesting and instructive.

POETRY.

IMPROVEMENT TO A LADY.

You think 'that often features—such
As beamed a thousand years ago,
Nature renews in every touch,
And bids again before us glow.'
If it be so,—and if the fairest
Are those she chooses to remould,
How often must those looks thou wearest,
Have been in their bright die retold!

Friday Night.

MOTTOES—By M. A. Browne.

"For love and all for love!"—take thou this gem:
Lo, where the white wings of the fluttering dove
Hover betwixt the rose and the diadem;
The motto read—"is "Love, and all for love!"
"For thee and thee alone!"—take thou this flower;
See how it turns towards the regal sun,
Bending its head beneath its dazzling power;
Silent it saith—"For thee, and thee alone!"
"Thine own for ever!"—take this faithful heart,
That beateth in my bosom with one tone.
Responding in its chords in every part
And whispering—"Thine for ever, love! thy own!"

MARRIED—

Emanuel Rey, Esqr. of St. Martin's, W. L., to Mary M., daughter of the late John Cockle.

DEATHS.

On Monday morning, (March 5th) John Cowman, in the 59th year of his age.

On Thursday, 1st instant, Frances Ann, wife of Mr. A. Richardson.

Feb. 26th, of consumption, at Hamilton, Madison Co., N. Y., Mr. Josiah Sabin, recently of this city and formerly of Columbus, Ohio.

At Aquackanak, N. J., Robert Kearney, aged 49 years.

Mondays evening, March 6th, of a short illness, Sarah Du Bois, daughter of Thos. C. Doremus, aged 3 years and 6 months.

On Tuesday morning, 6th March, Charles Frost, Engineer, in the 34th year of his age.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 149 persons during the week ending on Saturday last, viz.: 27 men, 32 women, 42 boys, and 46 girls—Of whom 35 were of the age of 1 year and under, 19 between 1 and 2, 29 between 2 and 5, 2 between 5 and 10, 6 between 10 and 20, 15 between 20 and 30, 15 between 30 and 40, 12 between 40 and 50, 4 between 50 and 60, 3 between 60 and 70, and 6 between 70 and 80. Diseases—Apoplexy 2, bilious dysentery 1, buried or sealed 1, casualty 1, childbed 2, consumption 23, convulsions 13, cramp in the stomach 1, diarrhoea 1, dropsey 2, dry-pan in the chest 1, dropsey in the head 9, drowned 2, dysentery 2, erysipelas 2, fever 1, bilious remittent 1, fever scarlet 2, frenum 1, hives or croup 2, inflammation of the brain 1, inflammation of the chest 3, inflammation of the stomach 2, intemperance 1, marasmus 9, measles 19, old age 1, peripneumonia 9, pneumonia 2, scirrhus of the liver 1, scrofula or king's evil 1, small pox 1, sore throat 1, still-born 7, tabes mesenterica 1, teething 3, whooping cough 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.

Per ship *Britannia*, from Liverpool:—W. Brewster, of Detroit; R. Farnsworth, of New York; G. Ashton, of Manchester; E. Henri, J. Atkinson, Wm. Atkinson, of England; Wm. Turner, of Ireland, and 11 in the steerage.

Per ship *Leonidas*, from Vera Cruz:—Mr. and Mrs. Williams, and Mrs. Wise.

Per ship *Russell*, from New-Orleans:—A. Gardner, G. McDermott, R. E. Smith, and 5 in the steerage.

Per ship *Junior*, from Mobile:—Mrs. Harrison, Miss Parker, T. B. Berman, and W. McWinn.

Per ship *Empress*, from Mobile:—C. Albertson, and H. Swift.

Per ship *Gen. Warren*, from St. Croix:—Mrs. Carty, L. Bartlett, and C. Bartlett.

COMMERCIAL RECORD.

SALES OF REAL ESTATE AT AUCTION.

Feb. 29.—The two story brick front House and Lot No. 209 Rivington, corner of Columbia st. 224 feet front by 87 deep for \$2600

The two story brick front House and Lot No. 271 Rivington street, for

The two story brick front House and Lot No. 273 do. 1200

The two story do. do. No. 275 do. 1170

The two story do. do. No. 277 do. 1200

All 18 feet; 1 inch front and rear, by 26 feet 2 inches deep.

The two story brick front House and Lot No. 62 Columbia street, with a stable house 18 feet 2 inches by 25 feet 5 inches, includes Lot 25 feet front by 100 deep

The two vacant Lots Nos. 64 and 68 Columbia street, 25 by 106 each,

The two story House and Lot, brick front, No. 68 Columbia, House 22 feet 3 inches by 38 feet 3 inches, Lot 100 feet deep,

The two story brick front House and Lot No. 70 Columbia st. House 22 feet by 38 Lot 100 feet,

The two story brick front House and Lot No. 72 Columbia st. same dimensions,

Feb. 29.—House and lot No. 111 Fulton st. running through to Ann street, 25x116 feet.

Feb. 29.—House and lot No. 55 Anthony st. 25x100 ft. \$4,100

Frame house and lot No. 163 Chapel st. 32x8100 6,000

March 1.—Store and lot 225 Pearl street. 19 feet 4 inches on Pearl street,

Do. adjoining, 19 feet on Pearl, 24,100

Do. do. do. 24,500

Lot No. 20 Gold street, 25x126 feet, with a piece of

ground in the rear forming a T.

1 lot, corner Houston and Thompson sts. 25x93,

1 do. adjoining on Houston street,

1 do. do. do.

3 do. do. and frame dwellings, \$2,900 each.

1 do. do. corner of Sullivan street,

1 do. in rear of above on Sullivan st. 25x100 feet,

1 do. adjoining,

1 do. do. do. 2,000

2,050

3 do. do. and frame dwellings, \$2,900 each.

1 do. do. corner of Sullivan street,

1 do. in rear of above on Sullivan st. 25x100 feet,

1 do. adjoining,

1 do. do. do. 4,000

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[Continued from page 169.]

sustained, and which it now enjoys, it has acquired mainly through the instrumentality of the present government. While this agent continues, the capacity of attaining to still higher degrees of prosperity exists also. We have, while this lasts, a political life, capable of beneficial exertion, with power to resist or overcome misfortunes, to sustain us against the ordinary accidents of human affairs, and to promote, by active efforts, every public interest. But dismemberment strikes at the very being which preserves these faculties; it would lay us rude and ruthless hand on this great agent itself. It would sweep away, not only what we possess, but all power of regaining lost, or only bereft of its prosperity and happiness, but, without limbs, or organs, or faculties, by which to exert itself, hereafter, in the pursuit of that prosperity and happiness.

Other misfortunes may be borne, or their effects overcome. If disastrous war sweep our commerce from the ocean, another generation may renew it; if it exhaust our treasury, future industry may replenish it; if it desolate and lay waste our fields, still, under new cultivation, they will grow green again, and ripen to future harvests. It were but a trifle, even if the walls of yonder Capitol were to crumble, if its lofty pillars should fall, and its gorgeous decorations be all covered by the dust of the valley. All these might be rebuilt. But who shall reconstruct the fabric of dismembered Government? Who shall rear again the well-proportioned columns of Constitutional Liberty? Who shall frame together the skilful architecture which unites National sovereignty with State rights, individual security, and public prosperity? No, gentlemen, if these columns fail, they will be raised not again. Like the Colosseum and the Parthenon, they will be destined to a mournful, a melancholy immortality. Bitter tears, however, will flow over them, than were ever shed over the monuments of Roman or Grecian art; for they will be the remnants of a more glorious edifice than Greece or Rome ever saw—the edifice of Constitutional American Liberty.

But, gentlemen, let us hope for better things. Let us trust in that Gracious Being who has hitherto held our country, as in the hollow of his hand. Let us trust to the virtue and the intelligence of the People, and to the efficacy of religious obligation. Let us trust to the influence of Washington's example. Let us hope that that fear of Heaven, which expels all other fear, and that regard to duty, which transcends all other regard, may influence public men and private citizens, and lead our country still onward in her happy career. Full of these gratifying anticipations and hopes, let us look forward to the end of that century which is now commenced. A hundred years hence, other disciples of Washington will celebrate his birth, with no less of sincere admiration than we now commemorate it. When they shall meet, as we now meet, to do themselves and him that honor, so surely as they shall see the blue summits of his native mountains rise in the horizon; so surely as they shall behold the river on whose banks he lived, and on whose banks he rests, still flowing to the sea; so surely may they see, as we now see, then, and, as now, may the sun in his course visit no land more free, more happy, more lovely, than this our own Country.

Gentlemen, I propose—

THE MEMORY OF GEORGE WASHINGTON.

[Some other speeches, delivered on this occasion, will be given in our next.]

POSTSCRIPT.

LATER FROM EUROPE.—By the Silas Richards, from Liverpool, we have our London files to the 24th, and Liverpool papers to the 25th, both inclusive. Our first and most gratifying duty is to announce the safety of the Havre packet ship *Charlemagne*, Capt. Robinson, about which, serious apprehensions began to be felt here. She put into Plymouth, (Eng.) on the 21st January, leaky, and with loss of rudder, during a heavy gale, on the 6th, in lat. 45, long. 24, bound to New-York.

The political news is not important, except as to the certainty that Don Pedro was really about to sail with an expedition for Terceira, whence a serious attempt will then probably be made against Don Miguel. If, as is probable, Spain supports him, France,—with whose consent and good will, and from whose ports Don Pedro was to embark,—will do likewise for Don Pedro and "her little Faithful Majesty," as the London Times calls Donna Maria; and there will be a new element of European discord. Respecting the treaty of the *Twenty-four Articles*, there is nothing later. No decision of any sort was anticipated till after 31st January, when the renowned period for ratifying that treaty would expire.

The Reform Bill was "progressing" through the House of Commons. On the first night of the discussion, as appears by a sketch of the proceedings of the 20th, the majority for Ministers was smaller than heretofore; on the second night, the 23d, it rallied. The Times of 24th thus sums up the decision of the preceding night:

The division of last night on Schedule B. restored the House of Commons to its position, and confirmed the unabated strength of Ministers on the Reform Bill. The question was, whether the number of boroughs returning one representative to Parliament should be left undetermined or fixed at 30? and the latter opinion prevailed by a majority of 98—

the numbers being 210 and 112. Several other clauses up to No. 7 were agreed to, but only provisionally; that is, all the details and substantive parts of the clauses remain to be discussed.

The attendance in the House, however, is not numerous; and the Chronicle complains of the remissness of members favorable to Reform. All was still uncertain as to the creation of Peers.

From Greece there were unfavorable accounts. We present them as we find them in a private letter to the London Courier.

[From the London Courier, of 23d Feb.]

MALTA, JAN. 23.—By the steamer Messenger, from Corfu, we have accounts from Nauplia to the 26th ultimo. That distracted country is again the seat of civil discord and bloodshed. The contending parties met at Argos, where the National Assembly was to be held, came to blows, and about a hundred persons lost their lives. It appears that about the twentieth of December, a proclamation, relative to the intended Assembly, was posted on the walls of Argos by the acting Government. Grivas, one of the Roumeliot Chiefs, who had signalized himself so repeatedly during the revolution, and who consigned to the President the fortifications of Nauplia, where he was considered the Liberator, it is said torn down this proclamation; the Governor of Argos, named Mavromati, one of those who accompanied Cape d'Istria into Greece, quarrelled with Grivas for what he had done, and from words the excited parties came to blows. The Roumelots were twice beat by the government troops and cavalry; but on a third attack, it is said, they routed them, and forced them to take refuge at Nauplia.

This we feel inclined to consider the last floundering of the Capo d'Istria's party in Greece.

Long before the assassination of the President, it was his study to alienate and banish from the Government all the influential men in the country; and since his death the same measures have been pursued with more vigor, but less talent. Mavrocordato, Tricoupi, and others, men of abilities, integrity, and patriotism, who had been actually exiled, to refuge in Hydra, where the people had declared themselves opposed to the tyrannical measures of the President. Both Mavrocordato and Tricoupi are Deputies elected to represent different parts of Greece, and so great is the terror of the Triumvirate, that they and other free deputies should reach the Assembly, that the island of Hydra is so strictly blockaded by the Government vessels that not a boat is permitted to approach or leave the island.

At the last National Assembly, the only one called by the late President, he had the Assembly surrounded by the mountaineers of the Kleftis Colocotroni, who browbeat and threatened all Deputies who seemed inclined to oppose the wishes of his master; they also intimidated the Government troops, on whom the President could place little reliance. To prevent a repetition of the same trick, the Deputies from Roumelia, and some other parts, came, attended, some with ten, some twenty, armed followers, and it is said that thousands are beyond the peninsula, waiting to support their Deputies in case of need. These Deputies call loudly for a free Assembly, and the admission of members from the islands, to which the provisional Triumvirate will not accede. We understand a protest has been entered against this contravention of right before the Residents of the Allied Sovereigns.

Sir Richard Church, who was Commander-in-Chief of the Greek forces, and who was superseded by the President, in favor of his brother Agostino, now Acting Chief of the Government, had arrived at Nauplia, and wished to proceed to Argos, but was arrested on the road by the Government, and sent back; and it was only after a correspondence, energetic on the part of Mr. Dawkins, and evasive on the part of the Triumvirate, that he was at last permitted to proceed.

General Church had the greatest influence over the soldiers whom he commanded, and there is little doubt that if he had been allowed to go to Argos, he would have succeeded in soothing down the irritated feelings of both parties; but the permission came when too late—the deed was done. General Church is at Argos; and we feel confident that, with his ability and address, he will restore order and stop the effusion of blood.

The Hula, Jameson, from Dundee, had arrived at Scilly, with much damage, and about a quarter of her cargo thrown overboard; bound to New-York.

It is now hinted that the new peers will not be forthcoming until another attempt has been made to carry the bill without them. Should the bill in its grand principles, again fail, then would peers in any number be created; the King being immovable in his determination to abide by the measure in its essentials, and to "carry his Ministers through." Lords Wharncliffe and Salisbury are named as the parties to which the Royal declaration to this effect has been made.—[Spectator.]

The Ontario, one of the line of packet ships from this port to New York, arrived this morning, in 18 days from New York.—[Hampshire Gazette.]

BALTIMORE.—*Citizens Union Line.*—The *Carroll of Carrollton*, Capt. Chaytor, one of the Union Line Steam Boats, arrived yesterday, at twenty minutes before 4 P. M., with passengers from Philadelphia. The passage from Philadelphia to this city was made in nine hours and twenty three minutes.

Captain Thomas Maurice, of the U. S. Engineer corps, fell down at Washington, on Monday, whilst transacting business at the Engineer Department, and instantaneously expired!—[National Intelligencer.]

As doubts have been expressed at a distance as to the continuance of the AMERICAN RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen:

WILLIAM A. DUER, Esq. President of Columbia College.
JAMES RENWICK, Professor in Columbia College.
ROBERT L. STEVENS, Esq. Engineer.
JAMES G. KING, Esq.
SAMUEL SWARTWOUT, Esq. Collector of the Port.
Messrs. GRACIE, PRIME & CO.

** Editors who have published the Prospectus, are requested to give the above six insertions.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement, giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of ten subscribers, who associate and remit twenty-five dollars, I will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,

No. 35 Wall-street, New-York,

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the *Tri-Weekly American*; and the reading matter as published in the *Daily paper*. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and no length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wall-street, New-York.

TOWNSEND & DURFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York,

1st mo. 22d, 1832.

J. H. G.